





Baltimore & Ohio

NEW TERMINAL

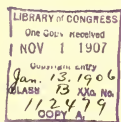
AT

23^d

STREET

New York City

**The Center *of the*
Hotel, Theatre *and*
Shopping District**



BOOK OF THE ROYAL BLUE.

OCTOBER, 1906.

CONTENTS.

	Page
New Baltimore & Ohio General Office Building at Baltimore	1
Thanksgiving—Our National Festival—By F. J. Young	2-4
Levee Lullaby—By Victor A. Hermann.....	5
The Rise of an Industrial Empire—Pittsburg. From "Industry"	6-13
The Baltimore & Ohio Railroad at Pittsburg.....	14
"Quo Vadis?"	15
The Legend of Louisa St. Clair—By Charles L. Shipley	16-18
Ballads of Bad Babies—By Harry Persons Taber...	19
Humor and the Humorist.....	20
Stub Ends of Thought } "Duty"	By Arthur G. Lewis..... 21

ILLUSTRATIONS.

New General Office Building of the Baltimore & Ohio Railroad Company at Baltimore..	Frontispiece
Pittsburg: Illustrated—	
Post Office, 1790—Wharf, 1816	6
First Wholesale House, 1810.....	7
Judge Wm. Wilkins—General John Wilkins, Jr.	8
Wood Street, 1906.....	9
Fifth Avenue, 1906	10
Smithfield Street, 1906	11
Coal Fleet—Steel Industries.....	12
Outline Map.....	14

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New York City

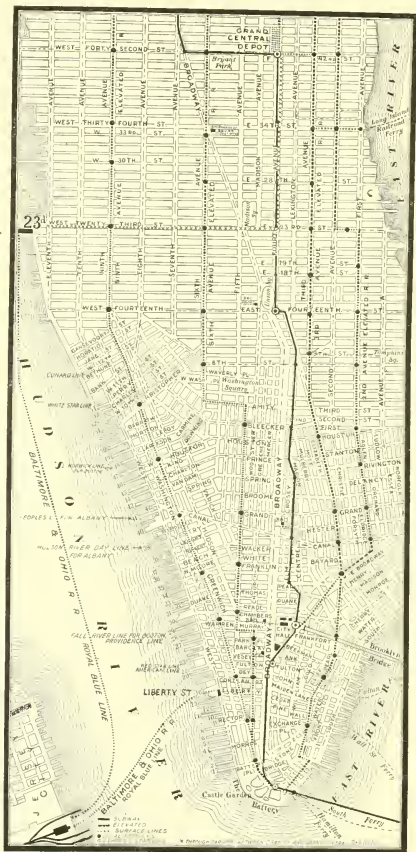
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NEW GENERAL OFFICE BUILDING OF THE BALTIMORE & OHIO RAILROAD COMPANY AT BALTIMORE.
OCCUPIED SEPTEMBER 13, 1906.

BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY

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WILLIAM ELLIOTT LOWES, EDITOR.

VOL. X.

BALTIMORE, OCTOBER, 1906.

No. 1.

The New Baltimore & Ohio General Office Building at Baltimore.

ON September 13 the new General Office Building of the Baltimore & Ohio Railroad Company was formally occupied, and for the first time since the great fire of February 7, 1904, have all of the general offices of the Company been brought together in immediate touch with each other.

The old Central Building, constructed in 1880, was totally destroyed in the great fire, together with the building adjoining used as an annex. Fortunately the fire did not destroy Camden Station and the executive, operating and traffic departments of the Company had quarters which they could put to immediate use, while many other departments were widely scattered owing to lack of office buildings.

The phenomenal increase of business of the Baltimore & Ohio Railroad since the receivership in 1896 naturally required a larger home to handle it in than was originally provided in the old Central Build-

ing; and the new structure, which is the largest and most imposing building in the city of Baltimore, was most carefully planned and admirably executed to provide the most modern structure possible in which to conduct business with the quickest dispatch, greatest comforts and most attractive surroundings. Probably no building in the country was given more careful consideration to provide for the welfare of a great army of employes than this handsome structure.

The process of lighting, heating, cooling and ventilation is practically perfect, and the health of the occupants is unquestionably protected in every manner known to science. All air and water brought into the building is absolutely purified before it is distributed. Scientifically, the various processes introduced are most interesting, and will be described in a descriptive article later on.

THANKSGIVING—OUR NATIONAL FESTIVAL.

BY F. J. YOUNG.

SOON the President will call on the people to cease from toil on the last Thursday in November and to assemble in their places of worship and give thanks to God for the blessings of the past year. The Governor of each State will follow with a similar proclamation and the same day will be observed throughout the country. All, without regard to sect or creed, will approve, and so universal has this practice become, that few ever think that it is without authority of law. But one State provides that the Governor shall annually set a day for thanksgiving and while in several others it has been made a legal holiday, the proclamation of the President would be only legally binding in the District of Columbia, the Territories, navy yards, and arsenals.

Our Constitution makes no mention of God. An attempt to introduce an acknowledgment of a Supreme Being was opposed by Jefferson and other "free thinkers." In New England, and especially in Massachusetts, where the custom originated, this is the great holiday of the year—the day for the homecoming of separated families who try to meet under the old roof-tree once a year. We owe the origin of this day as a festival to the Pilgrims.

During the terrible winter of 1620-21, the little band in the Massachusetts Colony suffered greatly from want; the woods and waters supplied game and fish, but bread-stuffs were scarce, and the scanty remnant of the grain they brought from Europe must be saved for seed. No one knew if the cereals would thrive under the new conditions of soil and climate, and anxiety was great. In the spring of 1621 the grain was sowed, and fields of the native corn, new to the settlers, were planted, and during the summer months carefully watched and tended. The religion of that day was a stern one; the belief in a personal God was strong, and each true believer felt that any misfortune to a family or colony was a direct punishment for the sins of some of its members. Frequent days of fasting and prayer were observed during the summer, as it was realized that a failure of the crops

meant a failure of the colony, if not starvation to its members. When toward the close of the summer satisfactory crops were assured, the settlers met to consider another day of fasting, but one of their number, said to have been the wife of one of the elders, suggested that instead of a day of humiliation one of rejoicing seemed more appropriate, and all agreeing on this, the first general Thanksgiving Day of the New World was set for August 10. So many days of fasting had been observed, that it was resolved not to make this a religious holiday, but one of recreation; each family was expected to render thanks in the morning and the rest of the day was to be devoted to pleasure.

Life among them had been very dreary, and this attempt to add a little brightness to it was eagerly embraced. The women devoted their efforts to making palatable dishes with the scanty stores at their command, and when it is remembered that there were no cows and but a score of hens in the colony, some of their limitations may be understood. The woods teemed with game—deer, partridges, wild turkeys, squirrels and rabbits abounded, and four of the best hunters were detailed to secure a supply. As the spirit of the occasion spread, a message was sent to the friendly Indian chief, Massasoit, inviting him to join in the feast with his white friends and to bring some of his head men, and so cordially did he accept that he appeared at daylight on the appointed day with ninety followers, and for the first time the Indians tasted some of the dainties of the white men. The usual Indian method of cooking was to roast meat on sticks or to boil everything in the same kettle. Now game of all kinds carefully prepared, wild turkeys stuffed with chestnuts and roasted, fish and oysters, corn bread and pudding, sauces made of wild fruits and berries, with copious supplies of ale and rum, so pleased the Indians that they remained three days. Capt. Miles Standish paraded his little army of nineteen men in honor of the guests and had a few volleys fired, which showed the superiority of the musket over the bow and arrow. This feast was long

remembered and did much to continue friendly relations between the natives and the settlers.

Little rain fell during the summer of 1622 and the harvest was scanty, but poor as it was a day was devoted to giving thanks for it. From that time the custom was to hold a thanksgiving for any special occasion which seemed worthy, and sometimes we find several in a year. However, these were not festivals, but rather the reverse, as the exercises generally consisted of a sermon, sometimes several hours in length. These days were not set by a central authority, as now, but the proposal being made in a general meeting, and adopted, the Governor was requested to issue a proclamation. As the different colonies had different causes to rejoice, they set various days for these. We read of days to give thanks for the arrival of a ship from England, a timely rain, a treaty with Indians, or other objects.

By 1675 there were probably one hundred thousand white settlers in the New England colonies, and some of the far-sighted Indian chiefs were becoming alarmed at the increasing numbers. In the spring of that year there was an outbreak of several tribes, who united to make a concerted effort to destroy the aggressors. The settlers were taken by surprise, and at first the savages seemed to be successful; many houses were burned and their owners killed or compelled to fly to the fortified towns, but by midsummer the rising was quelled and many Indians had been killed.

The leader, however, King Phillip, son of Massasoit, the early friend of the whites, succeeded in stirring up others, and in April, 1676, the war-whoop again resounded in the colonies of Massachusetts, Connecticut and Rhode Island. The settlers united for defense, and the combined forces of the colonists soon convinced the savages their efforts were in vain. King Phillip was killed August 12, and on receipt of the news the Plymouth settlers set the 17th of the same month as a day to rejoice and give thanks for the death of their implacable foe. As they were leaving the church at the close of the services, some soldiers came into view with the head of the fallen chieftain on a pole.

Nine towns were destroyed wholly or in part in this uprising, and about six hundred

white lives lost. The death of their leader dismayed the Indians, and the various tribes hastened to make peace.

For some years no Thanksgiving Day seems to have been set, probably owing in part to the friction between the Church and State authorities. On one occasion, when the Plymouth Colony had set a date for such a service, Governor Andross, who had not been consulted, cancelled it, and issued a proclamation setting a later day.

The first attempt at a national, or general, observance was in 1777, when the Continental Congress ordered the army and requested the people to devote November 1 to thanks for the capture of Burgoyne's army at Saratoga, and the following year proclaimed December 31 as a day of rejoicing for the alliance formed with France. In 1789, in the first Congress of the States, a resolution appointing November 26 as a day to give thanks for the founding of the new nation and the adoption of the Constitution was opposed by several members, one of them saying that he could not see why thanks should be given until something had been accomplished—that the nation was an experiment and the Constitution untried, but the resolution was passed.

President Washington set February 19, 1795, as a Thanksgiving Day, but there was no further recognition of the custom until 1815, when President Madison, who had issued three calls for days of fasting and prayer during the War of 1812, set a day of rejoicing to celebrate the signing of the treaty of peace with England.

In 1817 the Governor of New York was the only one in authority to recognize the propriety of a day to return thanks for a prosperous year. From that time there was a steady increase of believers in this form of recognizing a higher power, until, in 1858, all the governors but six issued proclamations, Governor Wise of Virginia refusing, because, he said, the State had no authority in any religious matter, and he did not think it any of his business if people went to church or not.

In 1863 President Lincoln appointed two days, one in August to rejoice over the victory at Gettysburg, and another in November to give praise for the general progress of the Union cause and a bountiful harvest. These were celebrated in every

Northern State. Since 1863 the date for this annual service has been after the harvests have been gathered in November, "When the frost is on the pumpkin and the fodder's in the shock."

In 1875 President Grant issued a proclamation for a special observance of July 4, the centennial of the Declaration of Independence

The custom of the day being set apart to give thanks for our national prosperity is a good one and will endure; there is no longer any question of authority or doubt as to its propriety, but it has become as much a national holiday as the Fourth of July, and of it may be said: "Men may come and men may go, but it goes on forever."



LEVEE LULLABY.

BY VICTOR A. HERMANN.

Out on de levee when de sun goes down
En all de wohl' am still,
De ol' earf slips on a gray night-gown
En yu' heah det whippo' will.
De night owl hoots in de hollow tree—
"To whoo! To whoo!" he say;
Dess keep yo' eyes es tight es kin be—
Foh he cahhies li'l chillun away.

Sleep! Sleep! Sleep!
Sleep! on de levee side;
De riveh bells tinkle
En de lighthouse twinkle—
Out on de stream so wide.

De ol' white packet wid de big stahn wheel—
Cum glidin' down de stream;
Her engines throb en cross her keel—
Her red en green lights gleam.
Hark, det soun' fro de mis's so gray,
De San' Man's packet 's due,
Ah heah et's whistle—He's cummin dis way—
Cummin, mah honey, foh yu.

Sleep! Sleep! Sleep!
Sleep to blac' mam's song;
De stahs am gleamin'
En tads am dreamin'—
When de San' Man glides along.

THE RISE OF AN INDUSTRIAL EMPIRE.

A Business History of Pittsburg and the Pittsburg District—The Vicissitudes of the Early Traders—Pittsburg's Beginning in Manufactures.

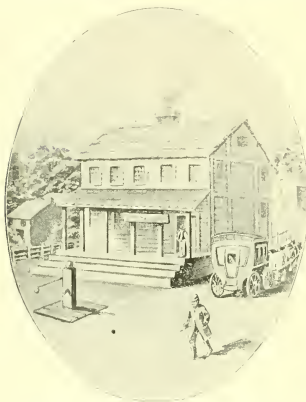
FROM "INDUSTRY."

COMMERCIAL history forms the most important chapters of the history of civilization. The story of civilization cannot be written without embracing chronicles which reveal commerce blazing the way through the darkest

it is the story of people whom we know. Pittsburg's commercial and industrial annals unfold a narrative as charming and fascinating as a story of the Arabian Nights. It reveals first a mere handful of hardy pioneers in the midst of a vast wilderness, enduring hardships and privations, and receiving little for their toil. Many years pass before this scene is shifted, and when the change comes the foundation is laid and the superstructure under way for the most enduring monument ever reared to human handicraft.

When commerce reached the forks of the Ohio it found nothing in the way of human habitation save the teepees of the Indians and Fort Duquesne, occupied by French soldiers. The military rule of the French stimulated trading between the white frontiersmen and the Indians for the time, but when the English occupied the "forks" and built Fort Pitt it was found that French hostility had so embittered the Indians against the newcomers that commercial relations with them were well nigh suspended. It was not until the close of the Revolution that mercantile trading was resumed to a noteworthy extent, and then was born the commerce of Pittsburg. In 1784 more than sixty wagon-loads of goods reached Pittsburg from the East, and by 1786 traffic on the Ohio River had become a feature of Western trading.

The *Pittsburgh Gazette* of 1786 shows a healthy expansion of trade, and its columns



PITTSBURG POST OFFICE IN 1790 AND OFFICE OF THE "GAZETTE"

continents and speedily transforming them into Edens of culture and progress. Commerce has been more than a handmaid to civilization; it has gauged the mutations which have placed the sciences and the arts on their present high plane throughout the world, and made possible the great systems of education which have become the pride of nations.

The commercial history of a city or community is even more interesting than the commercial history of a nation. There is more individuality in the fabric as a whole, and more personality in the details. It seals directly with the familiar names—



WHARF, NEAR SMITHFIELD STREET BRIDGE, IN 1816.



PITTSBURG'S FIRST WHOLESALE HOUSE, ERECTED IN 1810.

note the existence of several important mercantile firms doing business in the city, among whom were Craig, Bayard & Co., Daniel Britt & Co., Samuel Calhoun, Wilson & Wallace, John McDonald, William Hawtling, William Fulton & Co., and Col. John Gibson. Most of the stores advertised that their goods were exchangeable for cash, flour, whiskey, beef, pork, bacon, wheat, rye, oats, corn, candlewick, tallow, etc.

The year 1787 found several new concerns added to the list of the year previous, among them being general stores by John Wilkins & Co., David Kennedy, and John and William Irwin. The *Gazette* advertised that it kept for sale State laws, the History of the Revolution, the New Testament, Dilworth's Spelling Book, sealing wax, wafers, etc.

In the year 1787 there was something of a depression in the business circles of Pittsburgh, lack of ready cash being especially noticeable, but in the year 1788 a complete revival was experienced, and all classes of business prospered.

The following item from an issue of the *Gazette* of 1787 reflects the spirit which had possession of the people at that early date:

"It ought to be a great object with the State of Pennsylvania to encourage and cultivate the town of Pittsburgh. It will be a means which will bind the two extremes of the State together. A town of note at

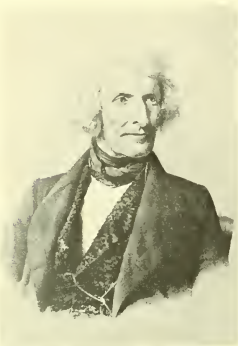
the confluence of these rivers must for ages secure the trade of the Western country to Pennsylvania."

Agriculture was unprofitable west of the Alleghenies prior to the last decade of the eighteenth century. The cost of transportation across the mountains and competition with planters using slave labor in Virginia and the Carolinas made it next to folly for the farmers of the Pittsburgh district to raise more produce than was necessary for home consumption. Flour reached the low price of \$1 per hundred weight, and beef seldom brought more than \$2 in cash per hundred weight. Commerce at the time meant simply barter, and very little money was used even in the settlement of balances.

Home-made goods of all kinds were used as legal tender, and if the farmer got enough for his produce with which to pay his taxes he was indeed fortunate. The New Orleans market was not available because of the distance and the time consumed in getting goods there.

It was such drawbacks to commerce as these that caused a turn in the affairs of Pittsburgh, shaped the destiny of the future great city and made it the center of the greatest industrial empire on the globe. It having become settled beyond peradventure that Pittsburgh and Western Pennsylvania must turn their attention from agriculture to manufacture if they would reach prominence in the business world, it became an easy step to a substantial start in the

right direction. Ohio and Kentucky were just beginning their development, and the demand for building materials and imple-



JUDGE WILLIAM WILKINS, FIRST PRESIDENT OF
THE BANK OF PITTSBURG, U. S. SENATOR,
SECRETARY OF WAR AND MINISTER
TO RUSSIA.

ments of all kinds from those sections became the opportunity of the Pittsburg district.

Mills and forges and factories were started like hives along the banks of the Allegheny and Monongahela rivers, while the transportation problem was readily and easily solved by the Ohio, and Pittsburg itself began to grasp the great opportunity soon after the ball had been started.

Prosperity came in great waves with the dawn of this change. The demand for implements increased to a demand for flour, cotton goods, glass, iron and coal, and Pittsburgers sprang to the work of supplying these demands. The time had come for the "town beyond the mountains" to take its place in the commercial world, and the manner of its assumption was indeed creditable.

The glass industry in Pittsburg had its beginning in 1797 in a factory started by Gen. James O'Hara in a stone building on the south side of the Monongahela River, nearly opposite the Point, William Eichbaum having been brought from the East to superintend the works. In a note found among General O'Hara's papers

after his death he said: "To-day we made the first bottle at a cost of \$30,000." The enterprise proved successful and was really the beginning of Pittsburg's greatness in the manufacturing line. It was the first venture on anything like an extensive scale, and marked a new era for the commerce of the city. Associated with General O'Hara in the enterprise was Isaac Craig, a sturdy pioneer business man of Pittsburg, and the institution was known as the Pittsburg Glass Works. June 29, 1800, the following advertisement appeared in the *Gazette*:

"The proprietors of the Pittsburg Glass Works, having secured a sufficient number of the most approved European glass manufacturers, and having on hand a large stock of the best materials, on which their workmen are now employed, have the pleasure of assuring the public that window glass of a superior quality and of any size from 7 x 9 to 18 x 24 inches, carefully packed in boxes containing 100 feet each, may be had at the shortest notice. Glass of larger sizes for other purposes may also be had, such as for pictures, coach glasses, clock



GENERAL JOHN WILKINS, JR., PRESIDENT OF THE
PITTSBURG BRANCH OF THE BANK OF PENN-
SYLVANIA. ORGANIZED 1863.

faces, etc. Bottles of all kinds and of any quantity may be also had, together with pocket flasks, packing jars, apothecary shop furniture, or other hollow ware, the whole at least twenty-five per cent lower than articles of the same quality brought from any of the seaports of the United States. A liberal allowance will be made on sale of large quantities. Orders from merchants and others will be punctually attended to

The principal commerce in 1800 were pork, beef, flour, whiskey, bar iron, castings, Irish and country linens. At that time the borough supported a large number of prosperous stores, conducted by men with such familiar names as Ormsby, Mahon, Sharp, Jones, Dunlap, Scott, Stevenson and Hogg. Traffic on the Ohio River was heavy, the commandant of Fort Massac, near the mouth of the river,



MODERN PITTSBURG—WOOD STREET, LOOKING TOWARD LIBERTY AVENUE

on an application to James O'Hara or Isaac Craig, or the store of Messrs. Prather & Smiley, in Market street, Pittsburg."

Hats were manufactured by Samuel Magee in 1798 at Front Street and Chancery Lane. In the same year there were also in the city institutions manufacturing tobacco, wagons and chairs, and in 1799 a shoe factory was started. In 1800 another shoe factory was started by Hammond & Wells.

reporting that 276 boats laden with produce and manufactured articles passed that place from the 1st of March to the 31st of May.

In 1801 the list of business men contained the names of Tarascon Brothers, Berthoud, Steele, McLaughlin, Davis, Christy, Willock, Barker, Hamsher, Gregg and others. In the year 1802 the well known names of Hanna, Denny, Woods and McIlhenny were in the list.

In 1802 Merchants' associations, cham-

bers of commerce and business guilds were unknown to Pittsburg and the West, but the necessity which has since given birth to such organizations existed then as now, and was met by at least one man with the same spirit of enlightened self-interest that actuates and guides the modern commercial bodies. New Orleans promised a good market for the products of the Ohio River country, but the great distance between the two extremes and the lack of facilities

and even went so far as to urge the formation of a company with a capital of \$100,000 for the purpose of protecting the members by establishing agencies at New Orleans and other river points.

The port of New Orleans was closed against the people of the western country by the Spanish Intendant in January, 1803. Unless a remedy was effected the act meant ruin to many Pittsburgers who had no other means of meeting their excise duties



MODERN PITTSBURG—FIFTH AVENUE, FROM MARKET STREET.

for intercommunication made it necessary for the shippers to take their barges of produce to the southern city before attempting their sale. When New Orleans was reached by the northern men they were at the mercy of traders and schemers who compelled them to hold their goods until their profits were consumed by expenses. In a letter to the *Gazette* Gen. John Wilkins, Jr., who afterward became the president of Pittsburg's first bank, advocated organized effort to remedy the evil,

than the sale of their products at New Orleans. High rates of transportation across the mountains placed the Eastern markets beyond their reach. Public meetings were held throughout the Pittsburg District, and a petition was presented to the President and Congress declaring that "protection and allegiance are reciprocal; the people have the right to demand protection at the hands of the Government in the prosecution of lawful commerce; that the Government must either take the

people's produce at a reasonable price or relieve them from contributions and taxes; that delay is critical; and that imperial necessity may therefore compel us, unless relief is afforded, to resort to measures which we may deem calculated to insure protection to our trade, though they may

States immediately afterward, and was followed by the opening of the New Orleans market to the world. Previous to the purchase the outrage had reached a point where many favored taking forcible possession of New Orleans and the Mississippi River.



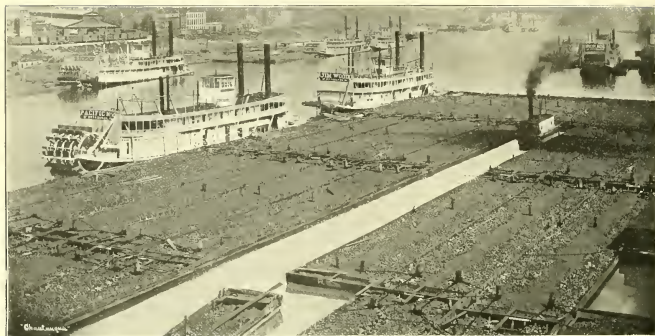
MODERN PITTSBURG—SMITHFIELD STREET, FROM DIAMOND.

result in consequences unfavorable to the harmony of the Union."

The effect of this drastic declaration upon the Government will never be known, but it is a matter of history that Louisiana Territory was purchased by the United

VOLUME OF TRADE IN 1803.

Manufactures	\$266,000
Produce brought to market . .	92,000
Exports	180,000
Imports	250,000



MODERN PITTSBURG — COAL FLEET.



MODERN PITTSBURG — AMERICAN IRON AND STEEL WORKS — JONES & LAUGHLIN STEEL COMPANY.

The excess of imports over exports caused some of the cautious citizens to warn the people to import less and manufacture more. New Orleans continued to be the principal market for the products of Western Pennsylvania, and the opinion prevailed that the southern metropolis was destined to be the greatest city in the world. It was before the day of canals and railways, and when the chief dependence of commerce was upon the waterways. Pittsburgh's only access to the great markets of the world was by water via New Orleans, and its importance was therefore apparent to every discerning business man.

The year 1803 found the city sufficiently advanced in a commercial sense to require the aid of a bank. Scarcity of money had previously prevented the establishment of such an institution, and exchanges were effected by local merchants, aided by two or three brokers. Early in the year the directors of the Bank of Pennsylvania, in Philadelphia made a formal proposition to the business men of Pittsburgh looking to the establishment of a branch in the latter city, and soon afterward the following call for a meeting of the citizens appeared in the *Gazette*.

"The freeholders and other inhabitants, householders, are hereby requested to attend a meeting of the Corporation at the Court House, on Saturday, the 26th of March, at 10 o'clock P. M., in order to take into consideration a proposition of the directors of the Bank of Pennsylvania for establishing a branch within the borough, providing it is approved by the Corporation. William Christy, Town Clerk."

In a later issue of the *Gazette* appeared the following:

"The Directors of the Bank of Pennsylvania have elected the following gentlemen directors of the branch bank about to be established at this place: John Wilkins, Jr., Presley Neville, Oliver Ormsby, James O'Hara, James Berthoud, Ebenezer Deuring, Joseph Barker, George Stevenson, John Woods, Thomas Baird, John Johnson and George Robinson. John Wilkins, Jr., was elected president, and Thomas Wilson, cashier. John Thaw was chosen teller.

January 4, 1804, Cashier Wilson gave notice that the bank would open for business January 9, and that the office hours would be from 9 a. m. to 3 p. m.; that each Thursday would be discount day, but paper for discount must be handed in on Wednes-

day; that discounts would be made for periods of 60 days upon the personal security of two names, and that drafts on the parent bank would be issued at the rate of 1 per cent.

While the branch of the Philadelphia bank met the wants of the community for the time being, the development of the city made necessary the establishment of a home institution, and in 1810 a movement took definite form in the organization of the Bank of Pittsburgh. About a month later, however, the legislature passed an act amending the restrictive act of 1808 in such manner as to make it virtually prohibitive to new institutions, forbidding, under heavy penalties, the incorporated banks organized under the act of 1808, to lend money, to receive deposits, or to do anything which the chartered banks might lawfully do. The Bank of Pittsburgh immediately closed its operations, in compliance with the provisions of the act, and in everything submitted to the letter and spirit of the law.

Later in the year 1810 the president and directors memorialized the legislature to grant them a charter, couching their petition in such forcible terms as to make it one of the most noted documents of record in the early history of the commonwealth. It was the death knell to such summary legislation as had for the time kept the Bank of Pittsburgh out of the commercial field, and opened the eyes of the people of the State to the commanding position which the new city at the head of the Ohio occupied. Even at that early date the city had a population of 5,000 inhabitants, and was engaged to a greater extent in useful manufactures, according to population, than any town in the United States. The petition plainly showed the urgent necessity for the legislature's fostering care for those industries.

The attention which the memorial attracted proved the beginning of Pittsburgh's commercial rise, and made the Bank of Pittsburgh the real foundation for the city's prosperity. The bank is still in existence and has a record second to no other financial institution in the United States, being the only bank in the entire country which existed prior to the Civil War without having suspended specie payment for a single day. Its history abounds in events and transactions of the most interesting character.

THE BALTIMORE & OHIO RAILROAD AT PITTSBURG.

THE great manufacturing city of Pittsburgh is practically the center of the Baltimore & Ohio system; from it the lines branch eastward to Washington, Baltimore, Philadelphia and New York. Northward to Painesville, Cleveland, Lorain and Sandusky on Lake Erie. Northwest to Chicago on Lake Michigan. Westward to Wheeling, Columbus, Cincinnati, Louisville and St. Louis. Southward to Wheeling and Ohio River points,

Delivery and Storage Yard at 36th Street; Delivery Yard at 43rd Street; Freight Station and Delivery Yard at Oakland near Schenley Park, and Freight Station and Delivery Yard at Junction near Liberty Avenue.

In Allegheny the Freight Station is adjoining the Passenger Station; with Sub-Freight Station at Chestnut Street, with Receiving and Delivery Yard and Team Tracks; Delivery Yard on School Street,



including Parkersburg and Huntington; with many branches throughout the State of West Virginia.

The Baltimore & Ohio Railroad has one passenger station at Pittsburgh at Smithfield and Water streets and another across the Allegheny River in Allegheny.

In Pittsburgh the Main Freight Station is on Water Street with team tracks near by. It has a Freight Delivery Yard at 9th Street; Storage Yard at 13th Street; Sub-Freight Station and Produce Yard at 22d Street; Storage Yard at 27th Street;

and Storage Yard for hay and grain on South Avenue.

From Pittsburgh the Baltimore & Ohio is the short line to Washington with four excellent trains daily to Washington, Baltimore, Philadelphia and New York; to Cleveland two trains daily; to Chicago two trains daily; to Columbus and Cincinnati two trains daily; to Wheeling eight trains daily, three of which proceed through the fertile Ohio River District down to Huntington. Excellent suburban service is offered in all directions.

"QUO VADIS?"

"Ill fares the land to hastening ills a prey
Where wealth accumulates and men decay."

—*Goldsmith.*



"The boast of Heraldry, the pomp of Pow'r,
And all that Beauty, all that Wealth e'er gave,
Await, alike, th' inevitable hour;
The paths of Glory lead but to the grave."

—*Gray.*



"What America needs more than railway extension, and western irrigation, and a low tariff, and a bigger wheat crop, and a merchant marine, and a new navy, is a revival of piety, the kind mother and father used to have—piety that counted it good business to stop for daily family prayer before breakfast, right in the middle of harvest; that quit field work a half hour earlier Thursday night, so as to get the chores done and go to prayer meeting; that borrowed money to pay the preacher's salary and prayed fervently in secret for the salvation of the rich man who looked with scorn on such unbusiness-like behavior. That's what we need now to clean this country of the filth of graft, and of greed, petty and big; of worship of fine houses and big lands and high office and grand social functions. What is this thing which we are worshiping but a vain repetition of what decayed nations fell down and worshiped just before their light went out? Read the history of Rome in decay and you'll find luxury there that could lay a big dollar over our little doughnut that looks so large to us. Great wealth never made a nation substantial nor honorable. There is nothing on earth that looks good that is so dangerous for a man or a nation to handle as quick, easy, big money. If you do resist its deadly influence the chances are that it will get your son. It takes greater and finer heroism to dare to be poor in America than to charge an earthworks in Manchuria."—*Editorial from The Wall Street Journal.*

THE LEGEND OF LOUISA ST. CLAIR.

BY CHARLES L. SHIPLEY.

OF the many pretty legends and romances that are interspersed throughout American history, and especially of the history of the western and northwestern frontier, none has more of a glamor of a romance of love than that pertaining to the adventure of Louisa St. Clair, the handsome daughter of Gen. Arthur St. Clair, the first governor of the Northwest Territory.

A history of the formation of this section of our domain is out of place in this article—that belongs to the general history of the country and should be familiar to every student of the republic. Sufficient it is to relate that after the formation of the territory, the citizens of Marietta, in what is now the state of Ohio, gave special attention to the preparation of a residence for Governor St. Clair, and in the winter of 1790, his son Arthur, aged twenty-one, and three daughters, Louisa, Jane and Margaret, with a middle-aged, sensible colored woman, who acted as cook and house-keeper, took possession. Mrs. St. Clair remained in Pennsylvania.

Louisa, the eldest of the three daughters, was about nineteen years of age, and is described by Professor Hildreth as "a healthy, vigorous girl, full of life and activity, every way calculated for a soldier's daughter; fond of a frolic, and ready to draw amusement from all and everything around her." She was a fine equestrienne, and would mount the most spirited horse without fear, managing him with ease and gracefulness, dashing through the open woods around Campus Martius at full gallop, leaping logs or any obstruction that fell in her way.

She was one of the most rapid skaters in the garrison; few, if any, of the young men equaling her in speed and activity, or in graceful movements in this enchanting exercise. Her elegant person and neat dress, showing to much advantage, called forth loud plaudits from both young and old.

The broad sheet of ice on the Muskingum, near the garrison, for a number of days in the winter, afforded a fine field for this beautiful and healthy sport. She was also an expert huntress, and would have

afforded a fine figure of Diana in her rambles through the woods, had she been armed with a bow instead of a rifle. Of this weapon she was a perfect mistress, loading and firing with the accuracy of a backwoodsman, killing a squirrel from the highest tree, or cutting off the head of a partridge with wonderful precision. She was fond of roaming the woods, and often went alone into the forest near Marietta, fearless of the savages that occasionally lurked in the vicinity.

She was as active on foot as on horse-back, and could walk for several miles or more with the rapidity of a ranger. Her manners were refined, her person beautiful, with highly cultivated intellectual powers, having been educated with much care in Philadelphia. Born with a healthy, vigorous frame, she strengthened both her body and mind by these athletic exercises when a child; probably first encouraged by her father, who had spent a large portion of his life in camps. She was one of those rare spirits, so admirably fitted to the times and the manners of the day in which she lived."

Her romantic meeting with the young Indian chief, Joseph Brant, a son of the famous Iroquois leader, Joseph Brant, Sr.,—Thoyendonegea—is one of the prettiest legends of the Northwest. It originated as follows: The proposed treaty at Duncan's Falls, in 1788, being postponed and adjourned to Fort Harmar, the Indian tribes of the Northwest Territory prepared for peace or war, and were hostile to holding a convention to adjust peace differences under the walls and guns of Harmar and Campus Martius. Young Brant, son of the famous chieftain of that name, came down the Tuscarawas and Muskingum trail with 200 warriors, and camped at Duncan's Falls, nine miles below Zanesville, Ohio, and informed Governor St. Clair, by a runner, that they desired the preliminary treaties to be arranged there.

The Governor suspected a plot to get him to the Falls and abduct him, yet nothing had transpired of that import. He sent Brant's runner back with the word that he would soon answer by a ranger. Hamilton

Kerr, one of the most celebrated rangers of that time, was dispatched to Duncan's Falls to reconnoiter and deliver St. Clair's letter.

A short distance above Waterford, Kerr saw tracks of a horse, and keeping the river in view, he crept up to the edge of a bluff and raised to his feet, when hearing the silvery laugh of a woman, he came down from his place of concealment and saw Louisa St. Clair, seated on a spirited pony, dressed in Indian costume, with a short rifle slung over her back, her hair flying wild, and her cheeks glowing with the exercise of her wild dash on horseback.

Stupefied with amazement, the ranger lost his speech, well knowing Louisa, who was the bravest and boldest girl of all at the fort. She had left without the knowledge of any one, and calling "Ham"—as he was known by that name—to his senses, she told him that she was going to Duncan's Falls to see Brant.

Expostulations on his part only made her laugh the louder, and she twitted him on his comical dress—head turbaned with a red handkerchief, hunting shirt, but no trousers, the breech cloth taking their place. Taking her pony by the head he lead it up the trail, and at night they supped on dried deer meat from Ham's pouch. The pony was tied, and Louisa sat against a tree and slept, rifle in hand, while Kerr watched her. Next morning they continued their journey, and finally came in sight of the Indian camp. She then took her father's letter from the ranger, and telling him to hide and await her return, dashed off on her pony and was soon a prisoner in the Indian camp. She asked for Brant, who appeared in war costume, but was abashed at her gaze. She handed him her father's letter, remarking that they had met before, he as a student on a visit from a college to Philadelphia, and she as the daughter of General St. Clair, at school.

He bowed low, being educated, read the letter, and became excited. Louisa perceiving this, said that she had risked her life to see him, and asked for a guard back to Marietta. Brant told her he always guarded the brave, and would accompany her home. In the evening of the third day, they arrived with Ham Kerr at the fort, where she introduced young Brant to her father, relating the incident. After some hours he was escorted out of the

lines, returned to the Falls, and went up the valley with his warriors, without a treaty, but dead in love with the handsome and voluptuous Louisa St. Clair.

In January, 1789, Brant again returned, but took no part in the Fort Harmar treaty; he was at the feast, and asked St. Clair in vain for the hand of his handsome daughter.

Now for the sequel to this interesting legend. On the 4th of November, 1791, occurred the disaster to American arms, known as "St. Clair's Defeat," where this unfortunate commander lost, in killed and wounded, 800 men out of a force of 1,400. In this fight Brant led the Chippewas, and told the warriors to shoot the general's horse, but not him. St. Clair had four horses killed, and as many bullet holes in his clothes, but escaped unhurt.

"General St. Clair," says Stone in his life of Brant, "probably died in ignorance of the fact that one of the master spirits against whom he contended was none other than Joseph Brant—Thoyendonega. How it happened that this distinguished chief, from whom so much had been expected as a peacemaker, thus suddenly and efficiently threw himself into a position of active hostility, unless he thought he saw an opening for reviving his project of a great northwest confederacy, is a mystery which he is believed to have carried in his bosom to the grave."

The question naturally presents itself—had St. Clair given his daughter to young Brant, would the alliance have been averted and war also, attendant with the terrible massacre of the 4th of November, 1791?

This is the pretty legend of a beautiful woman and devoted daughter, and the narrative would be incomplete if we did not record in a brief review the last days of her father, and loving devotion to him in his days of adversity and poverty.

After finishing his work in the Northwest Territory, he returned to Pennsylvania, and in time gathered his family about him at Ligonier. The nemesis of misfortune that had pursued him all his life, still clung to him in his closing days, and he was compelled to keep a small tavern to support himself and family.

The end was coming fast, however, the wearisome journey was nearly ended. On one of the closing days of August, 1818, the venerable patriot, then in his 84th year,

undertook to go to Youngstown, three miles distant, for supplies. He bade goodby to his beloved Louisa, and started off with his pony and wagon, in good spirits. The authorities had changed the State road so that it passed along the Loyalhanna Creek, several miles north of the St. Clair residence, and the route to Youngstown was rough and dangerous.

Pony and wagon moved along safely until within a mile of the village, when a wheel falling into a rut, the wagon was upset, and the aged general thrown with great force upon the rocky road. In the course of the day he was discovered lying where he had fallen, insensible, and the

pony standing quietly at a short distance, awaiting the command of his old master — faithful to the last. Among the first to arrive upon the scene was his faithful daughter.

He was tenderly carried back to his home, but neither medical skill nor the affectionate care of loved ones could restore him, and on the 31st of the month death came with his welcome message for the poor old general and he passed over to his long home.

He was buried at Greensburg, and by him rest the remains of his loved ones, including his faithful and devoted daughter, Louisa.



BALLADS OF BAD BABIES.

BY HARRY PERSONS TABER.

[Quoted without comment from various publications.]

The affecting ballad of little Betty Brownbread, little Sally Lunn
and Betty's sassy brother.

Little Betty Brownbread and little Sally Lunn were sitting in the kitchen
hand in hand,
And Sally said to Betty, "See what I've been an' done—I've baked a
bunch of biscuits—somethin' grand!"
Then Betty said to Sally, "I tell you what le's do, le's buy a bit of butter
by an' by,
An' I bet you if the butter isn't bitter like the batter, we can bite the
bunch of biscuits if we try."
So Betty bought her butter, but 'twas bitter like the batter and she
brought it to her batty brother Bill,
And Billy bit the butter, but the butter was so bitter that he bit her, but
the butter's bitter still.
Then Betty bit her butter and she bit her bitter batter and she batted
brother Billy from behind,
Then Billy bit her better, but her batter and her butter were so bitter
that we'd better—never mind!

Johnny Sumner, late one night,
Found a stick of dynamite.
"Jimmy-neddy!" shouted John,
"Which one shall I try it on?
If I put it under Dad,
Mother would feel awful bad.
If I try on sister Nell,
She'd be feeling far from well.
I don't know just what to do—
I will leave it all to you—
If the rector comes to tea,
Would you put it under he?"

One day little Billy Baker
Played at being Sausage Maker,
Caught a Dachshund in the yard,
Took an axe and soaked her hard;
Ground her in his sausage grinder,
Up so fine you couldn't find 'er.
When he found the brute was long,
Hummed this merry little song:
"Write this in your catalogue:
'Always put on lots of dog!'"

Susan Sibley found a feather.
"Ha!" she said, "I don't know whether
I will take it to my mother
Or go tickle little brother!"
As she thought it didn't matter,
Little Susan did the latter.
When she tickled Little Jim,
All she did was laugh at him;
Still the strangest thing you've read of:
Little Jimmy sneezed his head off.

HUMOR AND THE HUMORIST.

HITTING THE TRAIL.

BY EDMUND VANCE COOKE.

When I was a-roaming far away
In Cohoes, or Kansas, or Philadelphia,
I ran across a traveler upon a day,
Who said, "O me, O my, O,
I see you're from Ohio,
And though I have ransacked all this earth
It is me for the land which gave me birth,
So please, kind sir, may I hug your hand
And shake one shake for our own dear land?"
That man from Ohio I was glad to see
Till he whispered low, "have you got a V
You could loan to a long-lost brother like me?"
* * * * *

And when I awakened out of my nap
I was sorry Ohio was on the map.

When I was a-sailing across the sea
To Kokomo and Keokuk and Kankakee,
I met a fair lady and she said to me

"O, sir, my soul enthuses

At music of the muses.

I've read every line that you ever have wrote
And I hail you sir as the coming pote,
And I, myself, wrote an epic
Which the heartless editors sent it back,
So please won't you get it printed for me
By Mr. Munyon in The Centuree."

* * * * *
And after that lady had brought me to
I mounted my Pegasus and off I flew.

When I was a-riding on my automo
From Pittsburg to Podunk on the B & O,
A stranger said to me "I should like to know

Who was your former mother
For you look so like her brother,
The smartest fellow that ever I knew
And he had the same sharp look as you,
And there never was nobody ever would get
The best of him, or of you, I bet.
Excuse this emotion, my dear old friend
But I wonder if you would be willing to spend
The price to ship me to old South Bend."

* * * * *
And when I had come to myself that night
My head was bald from the sudden fright.

THE LETTER THAT NEVER CAME.

BY THOMAS CALVER.

She said she would write me a letter,
And each glance of her beautiful eyes
Was welding a bright, golden foter
That was binding my heart by surprise.
She did not say what would be in it,
Whether sweet words, or platitudes tame;
Whether friendship or true love would win it—
The letter that never yet came.

She ought to have written a letter,
After saying that surely she would;
To me nothing could have been better,
And very few things quite as good.
She might have said words that were cheering,
To lead me to love or to fame;
But now her disdain I am fearing—
Her letter, alas! never came.

Oh, had she but written a letter,
To tell me the thoughts in her mind;
Whether ever or not I might get her—
If Fortune or Fate were so kind
As to furnish the proper occasion—
Might get her a supper of game,
With the fixings! I hate such evasion
As the letter that never yet came.

DA POLEETICA BOSS.

T. A. DALY IN "CATHOLIC STANDARD AND TIMES."

Giuseppe Baratta ees great politeesh';
He w'at you call "Dago poleetica boss."
He peck da best man for da Gov'nor possesh',
An' show how you vote jus' by maka da cross.
He say: "Nevva minda w'at som'body tal
W'at dees man or dat man ees gon' do for you.
You no ondrastan' deesa theeng vera wal,
So jus' wait an' see w'at I tal you to do."

Giuseppe he study an' theenka an' work
So hard for deescovra w'eech side eesa best,
Ees nobody else een da ceety Noo York
So theen like he gat an' so needa da rest.
Ees holes een hees shoe where da toes ees steeck
through;
Hees cio'es dey are look jus' so bad as dey can.
He say: "Eet ees harda for know w'at to do—
I guess we weell vote for Raypublica man."

But steell he work hard for be sure he ees right,
An' study som' more; an' so—presto!—wan day,
He com' weetha face ees so shiny an' bright
I see dat at las' he ees find da right way.
He gotta new shoes an' new pants an' new coat
An' looka so styleesh an' fine as he can.
He say: "Ees meestak'! We gon' changa dat
vote,
Ees besta for vote for da Damocrat man."

Giuseppe Baratta ees great politeesh'!
Hees heart ees so true an' hees brain ees so
bright,
He work an' he study, baycause he no weesh'
For mak' up hees mind teell he sure he ees
right.



Stub Ends of Thought

By ARTHUR G. LEWIS.



SOME people are often suspicious about those things which they are unable to accomplish themselves.

WARMED-OVER love loses, in the process of reformed conditions, all its original flavor and most of its primary sweetness.

THE influence of perfect home-life leads more converts to church than the churches send penitents to firesides.

GRATITUDE and appreciation is fathered by an instinct found in dogs, and also in occasional rare specimens of human life.

IT is not what we have that we value so much, but what we have lost, and cannot find again.

THERE are no harbors on the sea of life, for those who nurse or tremble at every wave of pain.

A KISS may heal a thoughtless word, but it often leaves a scar that cannot be obliterated.

WHEN a woman ceases to ask a man how much he cares for her, it is generally an accurate indication that she is not interested.

LARGE minds are uninfluenced by the petty prejudices of small ones.

"I CAN'T" is frequently nothing but a whine, a sign of weakness, and an evidence of indolence.

RESPECTABILITY is often only thoroughly appreciated and valued at its real cost, after it has been lost and found again.

THE love we create in the hearts of others, lives after us, and often softens other lives toward their fellows in pain.

EXPRESSIONS of good intentions notwithstanding, we are only indispensable in the place where we make ourselves so.

THE indication of real, earnest affection is not placidity; such a condition is often brought about, however, by resignation to unavoidable circumstances.

DUTY.

BY ARTHUR G. LEWIS

"We will love ourselves and a woman"
As long as life shall last,
And cling to the hopes of to-morrow.
As long as regret for the past
Shall hold us in fond delusion,
In some memory long since dead,
While we walk with painful footsteps
In the path where integrity treads.

It is hard to pay the interest
On notes outlawed by time,
Fathered by youthful impulse,
Yet free from debased design;
But somehow it still seems better
To stand in the shadows awhile,
Than hide our sense of manhood
Beneath the hood of denial.

"STUB ENDS OF THOUGHT" in book form, bound in silk cloth (304 pages), may be obtained from the author, Arthur G. Lewis, Norfolk, Va. Price \$1.00, postpaid.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON,
BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE MAY 27, 1906.										
EASTWARD										
	No. 504 DAILY	No. 526 EXCEPT SUNDAY 5 HOUR	No. 522 DAILY	No. 528 EXCEPT SUNDAY	No. 502 DAILY	No. 524 ROYAL LIMITED DAILY 5 HOUR	No. 508 DAILY	No. 516 DAILY	No. 540 DAILY	No. 512 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	PM	AM
LV. WASHINGTON	7.00	9.00	9.00	11.00	1.00	3.00	5.00	8.00	11.30	2.57
LV. BALTIMORE, CAMDEN STATION	7.55	9.50	9.52	11.50	1.55	3.45	5.00	8.00	12.39	3.51
LV. BALTIMORE, MT. ROYAL STATION	8.00	9.54	9.57	11.54	1.59	3.52	6.05	9.05	12.44	3.55
AR. PHILADELPHIA	10.15	11.52	12.11	2.02	4.05	6.50	8.19	11.45	3.05	6.00
AR. NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.15	5.30	8.00	10.40	3.20	5.40	8.32
AR. NEW YORK, 23D STREET	12.45	2.10	2.40	4.25	5.45	8.10	10.50	6.33	6.33	8.43
	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO
PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE MAY 27, 1906.										
WESTWARD										
	No. 505 DAILY	No. 517 EXCEPT SUNDAY	No. 501 DAILY	No. 507 DAILY	No. 527 DAILY 5 HOUR	No. 509 ROYAL LIMITED DAILY 5 HOUR	No. 503 DAILY	No. 511 DAILY	No. 515 DAILY	
	PM	AM	AM	AM	PM	PM	PM	PM	PM	
LV. NEW YORK, 23D STREET	11.50	7.50	9.50	11.50	1.50	3.50	5.50	6.50	11.50	
LV. NEW YORK, LIBERTY STREET	12.15	8.00	10.00	12.00	2.00	4.00	6.00	7.00	12.15	
LV. PHILADELPHIA	7.40	10.27	12.30	2.14	4.16	6.12	8.35	9.30	8.35	
AR. BALTIMORE, MT. ROYAL STATION	9.48	12.49	2.43	4.14	6.09	8.00	10.55	11.32	8.00	
AR. BALTIMORE, CAMDEN STATION	9.53	12.53	2.47	4.18	6.13	8.13	11.00	11.36	8.05	
AR. WASHINGTON	10.50	1.50	3.50	5.20	7.00	9.00	12.10	12.31	7.25	
	AM	PM	PM	PM	PM	PM	AM	AM	AM	

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST
AND SOUTHWEST.

WESTWARD										
	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 15 EXPRESS DAILY		
LV. NEW YORK, 23D STREET	9.50 AM	11.50 AM	N 3.50 PM	5.50 PM	11.50 PM	11.50 PM	6.50 PM			
LV. NEW YORK, LIBERTY STREET	10.00 AM	12.00 PM	N 4.00 PM	6.00 PM	12.15 PM	12.15 PM	7.00 PM			
LV. PHILADELPHIA	12.30 PM	2.14 PM	6.12 PM	8.35 PM	7.40 AM	7.40 AM	9.30 PM			
LV. BALTIMORE, MT. ROYAL STATION	2.43 PM	4.15 PM	8.09 PM	10.55 PM	9.45 AM	9.45 AM	11.32 PM			
LV. BALTIMORE, CAMDEN STATION	3.00 PM	4.30 PM	8.00 PM	11.00 PM	10.00 AM	10.00 AM	11.31 PM			
LV. WASHINGTON	4.05 PM	5.30 PM	9.10 PM	12.45 PM	11.00 AM	10.05 AM	12.40 AM			
AR. DEER PARK HOTEL					5.27 PM					
AR. PITTSBURG			5.45 AM		7.45 PM		9.00 AM	LV 5.10 PM		
AR. CLEVELAND			12.00 PM					9.50 PM		
AR. WHEELING (EASTERN TIME)		5.35 AM				10.30 PM		LV 4.20 PM		
AR. COLUMBUS (CENTRAL TIME)		9.50 AM						9.20 PM		
AR. CHICAGO		5.30 PM			9.00 AM			7.30 AM		
AR. CINCINNATI	8.05 AM			5.35 PM		2.35 AM				
AR. INDIANAPOLIS	10.55 AM			11.50 PM		10.55 AM				
AR. LOUISVILLE	11.50 AM			9.30 PM		7.10 AM				
AR. ST. LOUIS	5.27 PM			7.28 AM		1.40 PM				
AR. CHATTANOOGA	5.15 PM			6.30 AM						
AR. MEMPHIS				8.25 AM						
AR. NEW ORLEANS	8.45 AM									

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BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EASTWARD										
	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 EXPRESS DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUENET LIMITED DAILY	No. 14 EXPRESS DAILY			
LV. CHICAGO			5.30 PM	10.40 AM			8.30 PM			
LV. COLUMBUS				7.00 PM						
LV. WHEELING (EASTERN TIME)		5.00 PM		12.25 AM			10.55 AM			
LV. CLEVELAND			11.30 PM							
LV. PITTSBURG			8.00 AM		9.30 PM	6.30 PM	1.15 PM			
LV. ST. LOUIS	* 9.00 AM	2.05 AM				9.29 PM				
LV. LOUISVILLE	2.10 PM	8.10 AM				2.50 AM				
LV. INDIANAPOLIS	* 2.55 PM	7.35 AM				4.30 AM				
LV. CINCINNATI	* 5.35 PM	12.10 PM				8.00 AM				
LV. NEW ORLEANS		7.30 PM								
LV. MEMPHIS		9.40 PM				12.45 PM				
LV. CHATTANOOGA	5.20 AM	10.25 PM								
AR. DEER PARK HOTEL			10.25 AM							
AR. WASHINGTON	12.40 PM	6.30 AM	4.42 PM	12.30 PM	6.41 AM	2.42 AM	10.25 PM			
AR. BALTIMORE, CAMDEN STATION	1.47 PM	7.50 AM	5.50 PM	1.47 PM	7.50 AM	3.47 AM	11.30 PM			
AR. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	6.05 PM	1.59 PM	8.00 AM	3.55 AM	12.44 PM			
AR. PHILADELPHIA	4.05 PM	9.15 AM	8.19 PM	4.05 PM	10.15 AM	6.00 AM	3.05 PM			
AR. NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 PM	6.30 PM	12.35 PM	8.32 AM	5.40 PM			
AR. NEW YORK, 23D STREET	6.45 PM	12.45 PM	10.50 PM	6.45 PM	12.45 PM	8.43 AM	6.33 PM			

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EASTWARD.

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No. 6. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals except breakfast at Cumberland.

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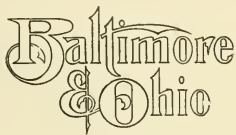
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COLUMBUS
WHEELING
WASHINGTON
BALTIMORE
PHILADELPHIA
NEW YORK
AKRON
CLEVELAND
YOUNGSTOWN**

Through Coaches
Drawing-room
Sleeping Cars
New York
Dining Cars

RETURNING

No. 7

Arrive 5.30 pm

DAILY

No. 6

Leave 5.30 pm

**AKRON
YOUNGSTOWN
PITTSBURG
CONNELLSVILLE
WASHINGTON
BALTIMORE
PHILADELPHIA
NEW YORK**

Through Coaches
Drawing-room
Sleeping Cars
Pittsburg
New York
Observation Parlor
Cars
Dining Cars

RETURNING

No. 5

Arrive 9.00 am

DAILY

No. 14

Leave 8.30 pm

**AKRON
CLEVELAND
YOUNGSTOWN
PITTSBURG
COLUMBUS
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Immediate connections
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Through Coaches
Drawing-room
Buffet Sleeper
Cleveland, Pittsburg
and Wheeling
Buffet Parlor Car
Pittsburg and
Cumberland

RETURNING

No. 15

Arrive 7.30 am



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"Every Odd Hour"

Washington to New York

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New York to Washington



Map of
the
Great
Lakes
and
Connections

Baltimore



R.R.

EAST AND WEST



CALENDAR - 1906



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
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27	28	29	30	31			24	25	26	27	28	29	30														

SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
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23	24	25	26	27	28	29	28	29	30	31				25	26	27	28	29	30								

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STREET

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The Center of the
Hotel, Theatre and
Shopping District

BOOK OF THE ROYAL BLUE.

NOVEMBER, 1906.

CONTENTS.

	Page
Our Disabled Veterans — The Republic's Roll of Honor—By F. J. Young.....	1
The Old Hall of Fame in the United States Capitol	6
Historic Yorktown—By Charles Frederick Stansbury.....	9
Where the Armies and Navies of the World will Gather in Gorgeous Array	12
Baltimore & Ohio Terminal at Philadelphia	18
Stub Ends of Thought } By Arthur G. Lewis.....	19
Open the Window..... }	

ILLUSTRATIONS.

Grand Corridor of the Pension Building at Washington	Frontispiece
Hall of Fame at the Capitol—	
Ingalls, Sherman, Trumbull and Muhlenberg..	6
Greene, Williams, King, Kearny, Stockton, Shields	7
Frances Willard, Washington, Benton.....	8
Monument at Yorktown, Va.....	9
Jamestown Exposition—Bird's-eye View	12
Outline Map of Philadelphia	18

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A very popular hour to leave the Metropolis without
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Arrive BALTIMORE, 6.50 a. m.

New York-Baltimore Sleepers taken from train at
Camden Station.

Leave BALTIMORE, 7.00 a. m. SUNRISE

Breakfast served from Buffet on train.

Arrive WASHINGTON, 7.50 a. m.

New York-Washington Sleeper taken from train
and Parlor Car to Wheeling attached.

No. 55 Leave WASHINGTON, 8.00 a. m.

Arrive CUMBERLAND, 12.03 Noon.

Lunch at Queen City Hotel.

Leave CUMBERLAND, 12.23 Noon.

Arrive WHEELING, 7.40 p. m. SUNSET

Arrive PARKERSBURG, E. T., . . . 7.20 p. m.

No. 5 Leave PARKERSBURG, C. T., . . . 6.25 p. m.

Dinner in Dining Car.

Arrive CINCINNATI, 11.50 p. m.

Before midnight, in time for electric cars to all parts
of the city and suburbs.

Leave CINCINNATI, 12.15 Midnight.

Arrive ST. LOUIS, 8.45 a. m.

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West and Southwest.

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505-5

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EFFECTIVE NOVEMBER 25

No. 505	Leave NEW YORK, 23d Street	-	-	7.50 a. m.
	Leave NEW YORK, Liberty Street	-	-	8.00 a. m.
	Breakfast on Dining Car.			
	Leave PHILADELPHIA	-	-	10.17 a. m.
	Arrive BALTIMORE	-	-	12.17 noon
	Leave BALTIMORE	-	-	12.22 p. m.
	Arrive WASHINGTON	-	-	1.12 p. m.
No. 5	Leave WASHINGTON	-	-	1.22 p. m.
	Lunch on Dining Car.			
	Arrive CUMBERLAND	-	-	5.12 p. m.
	Dinner on Dining Car.			
	Arrive CONNELLSVILLE	-	-	8.02 p. m.
	Arrive PITTSBURG	-	-	9.42 p. m.
	Leave PITTSBURG	-	-	10.00 p. m.
	Arrive AKRON	-	-	1.10 p. m.
	Arrive CHICAGO	-	-	9.45 a. m.

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BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY

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WILLIAM ELLIOTT LOWES, EDITOR.

VOL. X.

BALTIMORE, NOVEMBER, 1906.

NO. 2.

OUR DISABLED VETERANS—THE REPUBLIC'S ROLL OF HONOR.

BY F. J. YOUNG.

SOMEBODY (perhaps a disappointed office seeker) once said "Republicans are always ungrateful," but so far as those who have worn the uniform of our Republic, it is not true. As the mighty column of marching men comprising the armies of Grant and Sherman passed the Capitol building in the great review of 1865, one of the conspicuous decorations bore the inscription: "The only debt this Nation owes which it can never pay is the debt it owes its defenders." Congress has always responded liberally to the claim of the disabled veteran and his family, and our pension roll is the marvel of the civilized world.

Various other nations have pension systems of some sort, but none approaching ours in liberality or extent. In some countries a pension is considered a gratuity and the amount paid for similar disabilities varies; with us, each has an established rate which is given as a matter of right. A line of Soldiers' Homes extends from Maine to California, giving shelter to thousands of veterans who would else be homeless, and last year \$139,000,285.25 was paid to 985,971 pensioners, of whom 666,453 served in the Civil War. The system of pensions was of slow growth: it began in 1818 when \$3.00 per month was voted to such survivors of the Revolutionary War as were in need, provided they had served nine months. In the Continental Army enlistments were made for as short a period as fourteen days, and two months was deemed a very creditable "tour" as the period of service was then called, so

the man with nine months to his credit, was considered a "long term."

The total enlistments had been less than 185,000, and it was estimated that not over 400 would come within the scope of the law. But as is often the case when a good thing can be had for the asking, the estimate proved far too low. At the end of two years, with 8,146 applicants, Congress became alarmed at the prospective drain on the treasury and amended the law by requiring those already pensioned as well as all future applicants to file a schedule of property, and if the total amount was \$150, the name was struck from the roll if admitted, or rejected if pending, as it was not thought that a man with that amount of property was needy. A resident of this city has a copy of the list filed by one of his ancestors; a feather bed, table, four chairs, six spoons and some chickens are among the articles enumerated. The total number of applicants was nearly 19,000.

Fourteen years later provision was made for all survivors of the Revolutionary Army as well as those who had served in the War of 1812, and in 1814 the widows of these two classes were voted \$5.00 per month for five years. Later the time limit was abolished, and so many old men married young women who became pensioners on the death of the husbands, that the last revolutionary widow died a few months ago, and the widows of 660 soldiers of 1812 are still drawing pensions, although there are no survivors of either of those struggles. Prior to the Civil War the general public heard very little of pensions; the highest

rate paid was \$8.00 per month, our little army of less than 12,000 men was usually kept at frontier posts and men grew old and died without seeing a man in uniform.

The first pension granted for a Civil War soldier was dated August, 1861, and was No. 9487, which shows the total number then profiting by legislation of this sort: in October of the same year the first claim for a widow of the Civil War was allowed.

But as the war continued and crippled men and invalids came home in increasing numbers, the question assumed importance and the promise of a pension if disabled by sickness or wounds became one of the inducements offered by recruiting officers. A few enterprising men saw an opening for a new and profitable business.

This was to create a demand for pensions, secure the necessary legislation, and then get a fee for collecting them. The first step was to procure from as many ex-soldiers as possible, powers of attorney covering any and all claims they might have against the Government. To make these powers of any value it was necessary to have some claims to collect, and the next thing in order was to prepare bills to cover various classes of disabilities, have a friendly Congressman introduce them, and then urge those whose agents they were to bring all possible pressure to have them enacted into law. There were few communities in the North without some cripple or invalid, whose troubles could be traced to army service, and the general feeling was that the Government should contribute to his aid.

During the gloomy days of the war, as call followed call for men to fill the depleted ranks, communities desiring to fill their quotas without resorting to a draft had been liberal with both cash and promises to those going to the front, and in many places assurances were given that the families of such should never be allowed to want. It was very easy to get signatures to a request for a member to support a pension bill which would throw the burden of redeeming these promises upon the general Government.

Men in either branch of Congress saw the political advantages which could be gained through the "soldier vote" and constituted themselves the champions of liberal pension laws.

For a time these were based on disabilities incurred in the service, but the scope

rapidly broadened: survivors of the Mexican and Indian wars, their widows and minor children, army nurses—all were included at various times.

The act of June 27, 1890, opened wide the door. This provided that any man whose service between the dates of muster in and muster out had been ninety days, and who was incapable of supporting himself by manual labor, could receive from \$3.00 to \$12.00 per month according to the degree of disability and also providing for the destitute widows of men who had served such a term.

As in all previous cases the number of those who would be found eligible under this law, was largely underestimated. The highest guess was 100,000 of both soldiers and widows, but on June 30, last, there were 461,078 soldiers and 175,237 widows (the latter drawing \$8.00 each) on account of this law. A feature of this Act which has been much criticised is that the disability need not be traced to the service, but that the man who enlisted late and never left the rendezvous stands as well as one who carried a musket for years, and was in a score of battles, but never was wounded and kept his health. This was further enlarged in March, 1904, when the Department decided to consider age a factor of disability, ruling that at sixty-two a man should be considered one-half disabled, and rated at \$6.00 per month, increasing until at seventy he should be given \$12.00, the full rate of disability under this law. This brought last year 4,747 claims, which were allowed, and when added to those already passed, a total of 89,240 is reached which were either admitted or had the rate advanced under this amendment. Of course more applicants and more liberal laws meant more attorneys, and last year nearly half a million dollars was paid in fees to 23,815 claim agents. At first the compensation was as agreed upon by the interested parties, being generally a liberal per cent of the amount allowed, the attorney making his own collections. So many disputes arose and so many complaints were made to the Department that a plan was devised and enacted into law by which the attorney's fee is sent him direct by the Government Pension Agent, who deducts the amount from the first payment due the applicant, a fixed sum from \$2.00 to \$25.00 being paid for each class of claims without regard to the amount involved. Many do

not employ an attorney, but deal direct with the office, but if the case is complicated, one familiar with rulings and precedents is an important help in preparing evidence. Congress has always dealt liberally with the soldiers, and in voting the immense sums necessary, political lines have been little observed. The amount due each pensioner is sent to his address by mail quarterly. In sixty-nine foreign countries are men who are periodically reminded that they once wore the blue; there are 5,268 of these, nearly half being in Canada, while in far-off Australia are 79, in China 17, in Ireland 495 and in Germany 602. Formerly rates were as low as \$1.00 per month, but in March, 1895, Congress provided that not less than \$6.00 monthly should be paid in any case, those who were then getting less to be advanced; this sum is paid to 80,142. From this the rates advance to \$100.00 monthly, which is paid to 131 who are totally blind or have lost both hands or both feet. Seven widows draw from \$1,500 to \$5,000 each by special legislation, those to whom the highest amount is now paid being the widows of Presidents Garfield and McKinley. The contest with Spain and its Philippine sequel has furnished 17,646 invalids and 1,094 widows, with many cases pending. High-water mark was reached in 1905 with 1,004,196 on the roll, but the line is rapidly shortening—last year 43,300 died and as time passes the mortality must become greater.

Since the first Act of 1818 to June 30, last, the disbursements for pensions had reached \$3,459,860,311.23, to which must be added over \$103,000,000 for expenses of administration, not including the cost of supporting the Soldiers' Homes. This is an enormous sum, but it is a long stretch from Lexington to the isles of the China Sea, and a number of men who have worn our uniform from the days of the Continental buff and blue to the modern khaki is 3,354,933, making no note of the temporary organizations for home defense, such as Indian uprisings or threatened invasion.

And whether the flag bore the rattlesnake,

The form of the old pine tree,

Or the red, white and blue—the stars and stripes,

'T was the emblem of LIBERTY.

From the time of the minute man with his flintlock, to the man of to-day with the deadly Krag, the call of the bugle and roll

of the drum has been answered in a way which has shown that the fighting spirit has not died out. An insult to our flag sets the country ablaze.

The total enlistments of the Civil War were 2,778,304, and in the recent affair with Spain the Government could not use all who volunteered, the number of enlisted men being 213,218.

But it must not be assumed that all that is necessary to get on the National payroll is to ask—the applicant states his service, where he received the wound, or the date and nature of his sickness, and gives particulars. The records of the War Department as to service and hospital treatment are consulted, and if they do not fully sustain the applicant, further proof is required, and in any case a board of surgeons examine the would-be pensioner and certify as to his physical condition. This examination is made in every original case or increase asked, except where age alone is the factor. Last year there were 82,938 rejected, many of them being for increase.

A form of granting pensions which at first was designed for a small number has grown to large proportions. The law and the regulations of the office fix the rate for each disability so far as possible, but there are wounds which occur so seldom as to be in a class by themselves. In one, an exploding shell carried away most of the lower jaw of a soldier; another lost part of his tongue from a ball through the cheeks. In cases like these, as in some others with special features, or where the necessary evidence could not be had, Congress was appealed to for special action. For years there were few of these, but recently it seems to be the custom to allow each member of Congress a certain number of pensioners for investigation by the committee, and not to raise many points against the case selected, but to report it favorably. Special evening sessions are sometimes held to act on these cases, and several hundred can be passed in a few hours by unanimous consent, few members taking the trouble to attend, it being understood that no objections will be raised to any claim favorably reported. It is sometimes said that the standing of these claimants among party workers is a greater factor in the case than the disability, as in almost every case the amount given is in excess of the rate allowed by existing law for the same trouble.

Of the 10,417 of this class, 3,507 may be charged to the recent session of Congress, at an average of about \$24.00 per month, many being increases from a lower rate. The figures given above include the Army, Navy and Marine Corps, whose pensions are appropriated for and paid through the Pension Office. The disbursements are made by eighteen agents located in large cities throughout the country, each paying all in a certain area. The cost of these agencies last year was \$507,000.00, the largest being at Topeka, Kan., from whence \$15,957,754.30 is disbursed to 113,597 persons. Besides those mentioned there is a class of well-paid citizens who are not called pensioners, although they receive comfortable sums regularly from the Government. This is known as the retired list of the Army and Navy. In 1861, with war in the land, General Scott, far along in years and in feeble health, was at the head of our Army and other officers of high rank were incapable of exercising active command; and in August of that year a way to enable them to honorably make way for younger men was provided by establishing a retired list. By its provisions an officer can be relieved of active service after a certain number of years or if incapacitated in the line of duty, and, while not being called upon for any service, receive three-fourths of the pay of his grade. There have been several changes and modifications of this law since its passage, the most important being that in reaching the age of sixty-four an officer *must* be retired for age, and that any officer who served in the Civil War shall be advanced and given the allowance of a higher grade than he then holds on being retired. As the pay of a Colonel in active service is \$3,500.00 and that of a retired Brigadier-General is \$4,125.00, each officer of that class is anxious to retire as soon as he reaches high rank. This list now contains about 300 Generals and 700 or more of lower grades, the amount needed to pay them this year being \$2,700,000.00. It has happened that a Colonel would be made a General to take effect at noon, be confirmed by the Senate and resign the same day, to be succeeded by another next morning and the operation repeated. Not long ago seven Generals were made and six of them retired within ten days. A disabled volunteer Captain would draw \$20.00 per month against from \$112.50 to \$133.00 for a Regular retired

for any reason. There have been added to this list by special legislation on occasions, men who have left the Army to try business or politics, but who had been unfortunate in their later years. The most conspicuous examples have been those of General Grant, for whose benefit the rank of General was revived, he retiring immediately on being confirmed, and Fremont, the "Pathfinder," who was confronted by poverty in his old age. Both these men had been in the Regular Army. Recently a popular member of the Senate, who had failed to be re-elected, was retired as a General, he having held that rank in the volunteer service in the Civil War. Another noticeable case is that of a foreigner who came to America to enter our Army in 1861, reached the rank of General, and at the close of the war returned to Europe. A couple of years ago he came over long enough to get himself placed on the retired list and promptly sailed for home, to draw \$4,125.00 per year for life. The Navy also has its long list of retired officers—the last report shows forty-nine Admirals who receive over \$4,000.00 each.

In February, 1885, a list for noncommissioned officers and enlisted men was established, and after 30 years' service a private can retire at about \$30.00 per month.

Do the facts as shown bear out the statement of the professional patriot that our Republic is ungrateful?

The Pension Office Building stands in one of the public parks in the city, and is worthy of notice.

Built after the general plan of an Italian palace, it is said to be the largest brick structure in existence, covering one and nine-tenths acres and containing 15,500,000 bricks. It is four stories high, measuring 152½ feet, and the rooms number 175, with a basement under half of it.

Surrounding the outside of the building, about 20 feet from the ground, is a terra cotta frieze showing a column of marching men of the different branches of the service, while the Navy is represented by sailors in row-boats.

The rooms are all outside, the windows overlooking the park, and opening into an immense court, 316 by 116 feet. In the center a fountain plays. Occupying about one-half of the handsomely tiled floor are cases containing the files which are needed for constant reference. In a glass case by

the fountain is a good-sized model of the fated "Maine," showing guns, rigging, etc. Being of an uncommon type, this building has been much criticised and the butt of much cheap wit, but experience has shown it to be well adapted to the purpose for which it was designed. The arches supporting the roof rest on immense brick columns, eight in number, 75 feet high, 8 feet in diameter at the base, decreasing to 6 feet at the top, and containing 55,700 bricks each. These are covered with plaster, 161 square yards on each, and their weight is estimated to be 138 tons. In the building are about 4,000 employes of all grades, from char-woman at \$240 per year to commissioner at \$5,000, about one-fourth being women, and over \$2,000,000 are needed to pay their salaries.

Besides these, there is a force of nearly 200 special examiners distributed throughout the land, securing evidence to enable the pensioner to make good his claim or to prevent any fraud on the Government.

Among so many there are doubtless some whose pensions were obtained unfairly, but the number is small. If a man is drawing a pension apparently disproportioned to his disability, and the office learns of it, the case is investigated by a special examiner, who visits the locality where he lives and carefully examines all features, including the credibility of the witnesses on whose testimony it may have been granted. If the allowance is shown to be excessive, it is cut down; if fraud is proven, all interested are severely punished.

There were 127 convictions secured last year.

The work of the office is distributed among Divisions, each in charge of a Chief who is responsible to the Commissioner. The office has been running so long that about all the experiments have been tried and it is now a very well-constructed machine, organized to produce results, and the old-time methods which caused long delays are things of the past. In addition to the Pension force proper, in this building is the office of the Pension Agent, who last year disbursed funds to 54,517 pensioners, amounting to \$7,715,657.64. Several Inaugural balls have been held here; when the floor is cleared, the ample court affording space for the dancers, while the galleries surrounding it give room for thousands

of spectators, and the massive pillars provide a ground work for decoration.

Many pathetic appeals accompany applications for pensions; cases of destitution are urged, and the extreme poverty of the writer given as a reason why the Government should come to the rescue, and in some cases, where increases are asked, among reasons given is that some neighbor better off in this world's goods gets more than the applicant.

Many amusing statements are made in good faith, and some curious reasons are given, some of them displaying considerable imagination. One man says he does not know just what disease he has, but he suffers pain all over. Some years ago a man wanted a pension because he fell off a bridge in 1863 and "broke up his system." The breaking up must have been gradual, as he did not realize it for about thirty years. One man was "severed" by a saber, another was "probed" by a bayonet, while another says he ate so much salt food during his service that "it gave him salvation."

A claimant under the disability for manual labor act sends the affidavit of a neighbor who no doubt intended to say the applicant was unfit to work but was sometimes compelled by his necessities, but what he did say, is, that he had known the man for some years, and he never worked unless he had to.

If that reason as stated was good ground for a pension, our already long list would speedily be much increased. Our pension roll, large as it is, is approved by public sentiment and meets with very little opposition or criticism; and is recognized as one of the great institutions of a great country.

"We will not forget our soldiers wherever they may be,
They stood with Thomas in the West and faced
the hosts of Lee;
Or following fiery Sheridan, their memory never
fades—
These gray-haired veterans are the "boys" who
made the old Brigades.

"They are thinning out, the old boys, they are
fewer on the sod,
They are passing, crossing over to the camping
grounds of God,
But the memory of their gallant deeds, it never,
never fades,
And we never will forget the boys who made
the old Brigades."

THE OLD HALL OF FAME IN THE UNITED STATES CAPITOL.

Some of the most notable statues of illustrious statesmen and soldiers in the memorial circle.

FROM BALTIMORE "AMERICAN."

THE past comes vividly before one in the old Hall of Representatives, a semicircular chamber in the sandstone part of the United States Capitol. Generally it is now called Statuary Hall, for by a resolution of Congress, introduced by Justin D. Morrill, of Vermont, and passed July 2, 1864, the president was authorized to invite each State to contribute

and continued its sessions there till September 16, 1857, when the present chamber in the south wing was taken possession of by the House of Representatives. The drapery, furniture, desks and chairs of the members, and sofas, were removed and the wooden floor was relaid with tiling. The floor of this chamber used to be four feet lower than it is at present and was



LEFT TO RIGHT—INGALLS, ROGER SHERMAN, TRUMBULL AND MUHLENBERG.

for the adornment of the old hall, two statues of deceased citizens of the State worthy of commemoration for their historic renown or for their civil or military services. As the accompanying photographs show, the hall is circled with marble and bronze effigies of great men dead.

What is now Statuary Hall was occupied by the House of Representatives from 1807 to 1814, the year of the ruin of the Capitol by the British invaders. After the restoration of the building, two or three years later, the House reconvened in this hall

lower than the floor of the old senate chamber, now occupied by the United States Supreme Court. It is believed that from this fact originated the habit of calling the House of Representatives the "lower house." Everybody knows that the two branches of Congress are co-ordinate and that neither is higher or lower than the other, but the phrase "upper" and "lower" house persists.

DICKENS' FIRST VISIT.

The House met in this chamber when Dickens made his first visit to the United



LEFT TO RIGHT—GENERAL GREENE, ROGER WILLIAMS, WILLIAM KING,
GEN. PHIL KEARNY, RICHARD STOCKTON, GEN. JAMES SHIELDS.

States, and part of his unpopularity was due to his description of the place and the habits of the members. He said:

"It is a beautiful and spacious hall of semi-circular shape, supported by handsome pillars. One part of the gallery is appropriated to ladies, where they sit in front rows and come in and go out, as at a play or concert. It is an elegant chamber to look at, but a singularly bad one for all purposes of hearing. The House is handsomely carpeted, but the state to which these carpets are reduced by the universal disregard of the spittoons, with which every honorable member is provided, and the extraordinary improvement on the pattern, which has been squirted and dabbled upon in every direction, does not admit of being described. It is strange enough to see an honorable gentleman leaning back in his tilted chair, with his legs on his desk before him, shaping a convenient plug with his penknife, and when he is quite ready to use it shoot the old one with his mouth as from a popgun and clap the new one in its place. I was surprised to learn that even steady old chowers of great experience are not always good marksmen."

President Madison was twice inaugurated in this chamber and President Monroe was also inaugurated here. On the death of President Taylor the oath of the presidential office was administered here to Millard Fillmore.

It was in this chamber that the House of Representatives elected John Quincy Adams president when neither candidate had a majority in the Electoral College. It was in this chamber that John Randolph called Henry Clay a blackleg, the charge that led to the bloodless duel between Clay and

Randolph near Cabin John Bridge, in Montgomery County, Maryland. It was in this chamber that the maniac Lawrence made the attempt to assassinate President Jackson on January 31, 1835. The assault took place during the funeral service over the remains of a deceased member of the House. Lawrence drew and pointed two heavy pistols at Jackson. The cap on each weapon exploded, but the pistols missed fire. Jackson started toward the madman with uplifted cane, but Lawrence was knocked down by Lieutenant Gedney, of the Navy.

John Q. Adams received his death stroke in this chamber and the position of his desk and chair, the spot where he fell, is marked by a small brass plate. Adams expired in the Speaker's room, now the office of the clerk of the House of Representatives. The obsequies of Mr. Adams were held in this chamber.

Dickens wrote of the bad acoustics of the hall. The hall is to-day sometimes called the Hall of Echoes. The echoes of the place are remarkable. Blindfold a man and he cannot tell in what part of the hall a man is talking to him. Sometimes the voice of a speaker across the hall seems to come up from the basement at the feet of the listener. The Speaker's desk was changed from side to side of this hall that the presiding officer might hear and be heard. Of course, the echoes then were

not so uncanny as now, because there were tapestry hangings in the place and a wooden floor. The statues in the hall are those of Webster and Stark, placed there by New Hampshire—Webster's is marked "Daniel Webster, New Hampshire"—Stephen F. Austin, Texas; Samuel Adams, Charles Carroll of Carrollton and John Hanson, of Maryland; Frances Willard, of Illinois; George Washington, Thomas Hart Benton, of Missouri; Blair, of Missouri; Robert R. Livingston, of New York; Ingalls, of Kansas; Roger Sherman, of Connecticut; Trumbull, of Connecticut; Muhlenberg, of Pennsylvania; Ethan Allen, of Vermont; Lewis Cass, of Michigan; Garfield, of Ohio; James Marquette, of Wisconsin; Allen, of Ohio; Collamer, of Vermont; Robert Fulton, of Pennsylvania; General Greene, of Rhode Island; Roger Williams, of Rhode Island; William King, of Maine; Richard Stockton, of New Jersey; General Phil.

Kearny, of New Jersey; General James Shields Kenna, of West Virginia; Pierpont of West Virginia; Morton, of Indiana; John Winthrop, of Massachusetts, and Sam Houston, of Texas.

The statue of Washington is a plaster of paris replica of the famous statue from life made by Houdon. The original stands in the State capitol of Virginia, at Richmond. The statue of Washington is inscribed:

The General George Washington Assembly of the Commonwealth of Virginia have caused this statue to be erected as a monument of affection and gratitude to

GEORGE WASHINGTON,

who, uniting to the endowments of the hero the virtues of the patriot, and exerting both in establishing the liberties of his country, has rendered his name dear to his fellow-citizens and given the world an animated example of true glory.

Done in the year of Christ one thousand seven hundred and eighty-eight, and in the year of the Commonwealth the twelfth.



LEFT TO RIGHT—FRANCES WILLARD, WASHINGTON, BENTON.

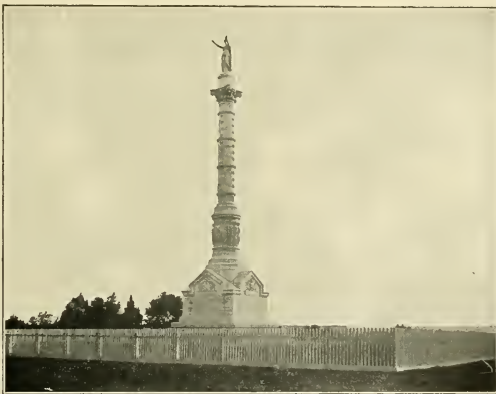
HISTORIC YORKTOWN.

By CHARLES FREDERICK STANSBURY IN "JAMESTOWN MAGAZINE."

YORKTOWN, Virginia, is within easy sail or rail from the site of the Jamestown Exposition. Thousands visit the little town now, but hundreds of thousands will visit it next year during the currency of the celebration on the shore of Hampton Roads.

If Yorktown were not one of the shrines of American patriots, it would still be well worthy of a visit, for it is quaint, beautiful and untouched by the vulgarizing hand of progress. It is a very picturesque place,

an estuary of Chesapeake Bay—that at night it presents one of the most curious and beautiful sights to be seen in the world. Where agitated, the water appears like luminous liquid silver, and the long line of wavelets that break on the shore form a running line of molten fire, crested with silver foam. Beneath the surface myriads of darting fish leave a succession of silver streaks flashing behind them, while innumerable crabs swimming on or below the surface form brilliant light centers from



MONUMENT AT YORKTOWN, VA.

Erected by United States Government to Commemorate the Surrender of Lord Cornwallis.

and its situation is so favorable as to topography, geography and a fine harbor, that it seems remarkable that it should for so long have escaped the eagle eye of modern enterprise.

Should the visitor be fortunate enough to make the trip to Yorktown by water in midsummer, and should he remain over night at anchor in the York River, he will have no reason to regret the interesting experience. So phosphorescent is the water of this river—which at this point is

which radiate luminous waves. The ensemble is as rare as it is curious and beautiful, and he who is so fortunate as to witness it, retires to his cabin with reluctance at having to leave the entrancing and fairy-like scene.

There is a depth of eight fathoms of water at Yorktown, and it is not unusual to see a battleship or a vessel in the revenue service at anchor there. The wharf is small but substantially built, the road leading from it ascending to the cliff above, whereon

the town is built, at a very sharp angle. The view of the river from the heights is superb, and the spot is an ideal one, made so by the beauty of its surroundings.

Along the single street or lane that constitutes the thoroughfare of Yorktown there are seen the most primitive of teams of undersized oxen driven by small barelegged negro boys. Such ox-carts as these must surely have been fashioned prior to the Revolution!

Next door to the famous Nelson house, there is a small brick dwelling, which may have withstood the wear and tear of two centuries, but is still in a perfect state of preservation. Here lives a lady who may be called the historian of Yorktown, as she is engaged in the work of compiling a history of the place. Her daughter, a sweet little girl of eight years, assists her mother in explaining to callers the interesting features of Yorktown. This little girl will pilot the visitor over to the Nelson house and introduce them with grave courtesy to its occupants.

At the National Cemetery, just outside of Yorktown, the visitor will receive the utmost courtesy from Captain Shaw, the fine old gentleman in charge. He is an earnest and enthusiastic student of the events leading up to the surrender of Cornwallis, and will regale the visitor with many details of the famous campaign that have been neglected by the histories. Here, again, a sweet and artless little girl, the Captain's daughter, assists her father in entertaining his guests with the placid poise of a society matron. Just beyond the cemetery is a handsome monument marking the spot where Cornwallis surrendered. This monument was erected by Captain Shaw at his own expense. This gentleman, who is past the allotted three score and ten, is as hale, hearty and upright as any man may hope to be in his prime.

Yorktown, the seat of justice of York County, is on the York River, eleven miles from its mouth, thirty-three from Norfolk, and seventy from Richmond. It was established by law in 1705, and was once a flourishing village and had considerable commerce. The Swan Tavern in this town is said to be the oldest in Virginia. On the banks of the river stands—or stood—the ruins of an old church which was built about two hundred years ago. It was destroyed by the great fire in 1814. The

old bell bears the inscription, "County of York, Virginia, 1725." The walls of the church "are composed of stone marl, which, it is said, is soft when taken out of its native bed, and becomes hardened by time and exposure until it acquires the hardness and durability of solid stone." In front of the church are the tomb of Governor Nelson and monuments of the Nelson family.

The Nelson mansion is a large two-story brick building, fronting the river, on the main street of the town. It is built on the old English model. In the War of the Revolution it was the residence of Governor Thomas Nelson, by whose father, the Honorable Thomas Nelson, it was erected. Portraits of the last named gentleman and wife, which were mutilated by the British at Hanover, where they were sent for safety, adorned its walls. During the siege of Yorktown the house was bombarded by the American army and now bears the marks of cannon shot. Governor Nelson, then in Washington's army, had command of the first battery which opened upon the town. Rightly supposing it was occupied by some of the British officers, he pointed the first gun against his own dwelling and offered a reward to the soldiers of five guineas for every bombshell that should be fired into it.

About a mile and a half below Yorktown, on what is called the Temple Farm, is the site of an ancient settlement. Nearby are the vestiges of an ancient temple, which was formerly surrounded by a wall, probably intended as a means of defense against the Indians. Within the enclosure are several defaced and broken monuments.

Yorktown is memorable in American history as being the spot where, on the 19th of October, 1781, the army of Cornwallis surrendered to the combined armies of America and France. The first night the American army reposed after the investment of Yorktown, Washington slept in the open air under a mulberry tree, the roots forming his pillow. Cornwallis' headquarters were originally in the fine brick house belonging to Secretary Nelson. He remained there till a servant was killed and the building much injured by the American artillery, when he moved into the town. Fifty yards from this dwelling, on the hillside at the lower end of the redoubt, he had a cave excavated in the earth. It was hung with green baize, and used solely for holding councils of war. There is a cave

in the solid mass of stone marl which forms the river bank, improperly called the Cornwallis cave. This was used for a sutlery.

The Moore house on Temple Farm is yet standing on the bank of the river about a mile below Yorktown. It is memorable as being the dwelling where the articles of capitulation were signed by Lord Cornwallis. The place of surrender was about half a mile from the eastern limits of the town, on the south side of the road to Hampton.

The beautiful monument at Yorktown was erected by the United States Government to commemorate the surrender.

Cornwallis was not present during the formal ceremony of surrender. He pleaded illness and sent a general to represent him.

In the rotunda of the Capitol at Washington is the famous painting, representing the "Surrender of Cornwallis at Yorktown," by Col. John Trumbull. Colonel Trumbull, who died in 1843, was the son of Governor Trumbull, of Connecticut, and one of Washington's aids-de-camp in 1775, and in 1776 the deputy adjutant-general of the Northern department, under the command of Major-General Gates. He retired from the service in 1777, and afterwards became the great historical painter of the Revolution. This was one of his series of pictures in commemoration of the principal events of the Revolution, in which series he preserved, as far as possible, faithful portraits of its conspicuous actors, with accurate details of dress, manners, arms, etc., of the times. In the prosecution of his plan he was encouraged by John Adams and Thomas Jefferson, whose friendship he enjoyed. The portraits of French officers he painted in 1787, at the house of Mr. Jefferson, in Paris. In 1791 he visited Yorktown and made the drawing of the place of surrender.

The painting referred to is particularly remarkable for its many portraits of the officers of the American and British armies. It represents the moment when the principal officers of the British army, conducted by General Lincoln, are passing the two groups of American and French officers, and entering between the two lines of victors. By this means the principal officers of the three nations are brought near to-

gether, so as to admit of distinct portraits. In the center of the view, in the distance, is seen the entrance of the town, with the captured troops marching out, following their officers; and also a distant glimpse of York River, and the entrance of the Chesapeake Bay, as seen from the spot.

The prominent figure on horseback in the center is Gen. Lincoln, by whose side stands the British general, O'Hara. Washington, on horseback, is a little in the rear and on the left of Gen. Lincoln. Count Rochambeau, the French general, is on horseback at the end of the line of French officers, and on the right and back of Gen. O'Hara. On the reader's right, the four American officers on foot are, respectively—commencing with the one nearest the margin—Col. Nicholas Fish, New York; Col. Walter Stuart, Philadelphia; Col. John Laurens, South Carolina; and Col. Alexander Hamilton, commander of light infantry. On the reader's right, those on horseback—commencing with the figure nearest the margin—are, respectively, Col. Timothy Pickering, Lieut.-Col. E. Huntington, aid to Lincoln; Maj.-Gen. Knox, commander of artillery; Gen. Peter Muhlenburg, Virginia; Gen. Hand, adjutant-general, Pennsylvania; Gen. Anthony Wayne, Maryland; Gen. Gist, Maryland; Maj.-Gen. Jas. Clinton, New York; Col. Trumbull, secretary to Washington; Col. Cobb, aid to Washington; Baron Steuben; Lafayette; and Gov. Nelson, of Virginia. In the distance, the small figure on horseback, beyond some of the cannon, is Col. Ebenezer Stevens, of the American artillery. Those drawn up on the left side of the reader are the French officers. The three first on foot—commencing with the one nearest the margin—are Count Deuxponts, colonel of French infantry; Duke de Laval Montmorency, colonel of infantry; and Count Custine, colonel of infantry. The first figure on horseback (who has a plume in his cap) is the Duke de Lauzun, colonel of cavalry; and those next in order, as follows: Gen. Choizy; Viscount Viomenil; Marquis de St. Simon; Count Fersen, aid to Rochambeau; Count Charles Dumas, aid to Rochambeau; Marquis Chastellux; Baron Viomenil; Count de Barrar, admiral; and Count de Grasse, admiral.

WHERE THE ARMIES AND NAVIES OF THE WORLD WILL GATHER IN GORGEOUS ARRAY.

Jamestown Exposition, 1907.

THE Jamestown Exposition, to be held on the shores of historic Hampton Roads next year, will serve as a connecting link between the present and the past. It will denote the progress of the world by showing the most perfect and formidable warships of the nations of to-day and the various types of ships of the present and past centuries. It will show the industrial development of the past three centuries and the methods in vogue in the olden days of the spinning wheel and the

permanent settlement of English-speaking people in America, which will open its gates to the public at noon, April 26, 1907.

Turning back the hand of time three hundred years from the opening day of the Jamestown Exposition history tells that three small vessels arrived and cast anchor off what is now Cape Henry. These vessels, the "Susan Constant," the "Godspeed," and the "Discovery," comprised an expedition sent out from England under a charter granted by King James 1 to col-



BIRD'S-EYE VIEW OF THE JAMESTOWN TER-CENTENNIAL EXPOSITION.

hand loom. It will present to Exposition visitors the most beautiful and unique of all expositions ever seen in this or any other country, in which the armies and navies of the world will participate and which will be attended by presidents, princes and potentates.

The special features of the Jamestown Exposition will be the great military and naval displays, drills, parades and reviews, but science and art, commerce and industry, agriculture and education, will all play important parts in this great celebration of the three hundredth anniversary of the first

colonization of the new territory of Virginia. The territorial limits of Virginia, as defined in this charter, embraced all of America between the 34th degree and 45th degree of latitude and from sea to sea. In addition to their crews these ships contained 105 colonists. They sailed from Blackwall, England, December 19, 1606, and were more than four months crossing the ocean.

The first land sighted was named Cape Henry, in honor of one of the sons of King James. At this point these pioneers first touched land, April 26, 1607, but were driven back to their ships by hostile Indians.



On April 30, they landed at Point Comfort, giving the place that name, and then proceeded up the river named James, and landed May 13, establishing the first permanent settlement of English-speaking people in America. The trials and hardships endured by these early settlers is familiar history, and no event except the discovery of America so greatly influenced the future of the United States as this settlement.

Had the settlement of Jamestown failed, Virginia and the rest of what is now the United States might have been a Spanish colony instead of being the greatest independent nation in the world.

These historical events, pertaining to the first English settlement and other important events which have made the location of the Jamestown Exposition historic in so many respects, prompted the American Congress to join in this great celebration and led the President to invite the nations of the world to participate and make the Exposition an international event in its broadest sense.

The leading nations of the world and many of the States of the American Union will have representation at the Exposition. Many of the great nations will have their finest soldiers and most distinguished commanders, their most magnificent warships and best drilled crews. The States of the Union will have their own handsome buildings and comprehensive exhibits of their resources and products and picked regiments of their National Guard to participate with the soldiers of the United States regular army and the soldiers of the foreign armies in the various military maneuvers which will add so much to the attractiveness of the Exposition.

Military drills and parades by the finest soldiers of Europe and America will be daily features of the Exposition from the early part of May until the closing days, a thirty-acre parade ground having been

arranged for this purpose. Americans will then have an opportunity to compare our own soldiers with those of the kingdoms and empires of the old world. The drill ground is large enough for artillery and and cavalry evolutions as well as infantry drill, and there will be competitive drills for honors among the troops of the different countries, which will afford opportunity to judge of the merits and efficiency of the trained soldiers of the world.

Naval evolutions of many kinds by vessels which travel on water and those which travel under water, will constitute another attraction which visitors can appreciate. The great warships of the naval powers of the world will be seen in the waters of Hampton Roads, near the magnificent piers leading from the Exposition grounds out into the harbor, a distance of 2,400 feet. Naval maneuvers and sham naval battles will constitute entertaining features, and water pageants and carnivals will add to the splendor of the occasion.

Any one of the great battleships that will lie there will carry in its bosom annihilating force that could create far greater devastation within range of its guns or torpedoes than the San Francisco earthquake.

Any half dozen of the great armored cruisers that will come to the Jamestown Exposition next year will have a combined engine strength that, if represented in horses, would equal the number of horses in the cavalry arm of the Russian army, and Russia has more cavalry troopers than any other nation on earth.

The battleship "Maine" has an engine strength equal to the pulling strength of all the horses in the United States cavalry. The engines of the battleships "Virginia" or "Louisiana," if fastened to a fixed object, could pull the whole United States cavalry into the sea.

The first in that long line of sea fighters will be, of course, our own spick and span war craft with a symmetry of outline that

despite their bristling guns cannot fail to suggest a yacht in their smartness. Their capacity for fighting is no less great on that account, however. Among the vessels probably to come here representing the United States navy will be the sister ships, "Connecticut" and "Louisiana," each of 16,000 tons displacement, 16,500 horsepower, with four 12-inch, eight 8-inch and twelve 7-inch guns throwing a broadside of hardened projectiles and explosives weighing several tons. Their normal complement of officers and enlisted men is about 900 and the ships each have a speed of 18 knots per hour.

Slightly smaller, but hardly less efficient, will be the "Georgia," "Nebraska," "New Jersey" and "Rhode Island," besides the "Virginia." These vessels are of 15,000 tons displacement, 19,000 horsepower, can make 19 knots an hour, are armed with four 12-inch, eight 8-inch and twelve 6-inch guns and carry crews of 800 men. Next to these ships come the armored cruisers of the "Tennessee" type which comprises the "Washington," "Montana" and "North Carolina," in addition to the "Tennessee." The "Tennessee" and "Washington" are now in commission and the others will be finished at an early date. They are the greatest ships of their class afloat, with their batteries of four 10-inch and sixteen 6-inch rifles, being nearly equal to any battleship now in commission and superior to a great many. In addition to this their horsepower of 23,000 enables them to make a speed of 22 knots despite their 14,500 tons displacement.

Next to these are the six ships of the "Pennsylvania" class, including the "Colorado," "Maryland," "California," "West Virginia" and "South Dakota." They are rated as armored cruisers of 13,500 tons displacement and are 502 feet long—longer than any other vessels of the navy. They can make a speed of 22 knots with a horsepower of 23,000, are armed with four 8-inch breech-loading rifles in turrets, firing over the bow and stern, and carry about 600 men and officers each. There are many other fine vessels in the United States navy but those mentioned in the foregoing are the very best and latest and the ships on which will rest the burden of representing the sea power of the United States.

After his own battleships, cruisers and torpedo craft the sight-seeing American will most remark the long and grim line of

Great Britain's fighting ships—for the fighting line of the British navy is nothing if not grim in aspect, which is not at all out of keeping with its record of accomplishment. Every type of war craft that flies the British flag will be on Hampton Roads, from the gigantic "Dreadnaught" to the queer little snubnosed, fishlike submarines. The "Dreadnaught" being the latest naval creation has caused a great deal of excitement in naval boards other than British, for she will without doubt be able, when she goes into commission shortly, to whip any single battleship afloat, and, with few exceptions, be a match for any three of them. This will be readily seen when it is known that her eight 12-inch rifles are of an effective range of twenty-one miles, and that she has the speed of an armored cruiser, so that she can lie out of range of any vessel that might be of heavy armament and pound such a vessel to pieces without ever being in the slightest danger herself. She has a trial displacement of 18,000 tons and carries a crew of over a thousand men.

Of approximately the same size as the "Louisiana" and "Connecticut" in our own navy are the British ships "King Edward VII," the "Hibernia," the "Africa" and the "Commonwealth," they being of 16,500 tons trial displacement with four 12-inch rifles and a speed something in excess of the American ships. Corresponding with the "Virginia" class are the British battleships of the "Russell" and "Renown" class, and slightly smaller are the two splendid battleships, "Swiftsure" and "Triumph," bought from Argentina at the beginning of the late war between Russia and Japan. Great Britain has sixty-odd battleships afloat to-day. For use on the Nile River, where the water is shallow, she has gunboats drawing but six inches of water, and these have played an important part in subduing the savage Mahdists along the river's banks in the many campaigns England has been obliged to fight to hold Egypt. In the armored cruiser class her best ships are sisters to the "Drake" of 14,000 tons displacement, 31,400 horsepower and a speed of 24.1 knots. They are armed with 9.2-inch and sixteen 6-inch rifles.

The armored cruisers "Berwick," "Cornwall," "Essex," "Bedford," "Cumberland," "Argyll," "Roxburghe," "Antrim" and "Donegal" have a displacement

of 9,800 tons and a speed of 23 knots. They have a horsepower of 22,880 and carry fourteen 6-inch and ten 3-inch rifles. Their crews number in each case 678 men. The speedy scouts "Forward," "Advance" and "Pathfinder," which were lately commissioned, being designed to seek out and find the enemy, are small and lightly armed but with tremendous speed. English submarines are of very much the same general type as the Holland boats of the American navy, except that as a rule they are larger and carry higher conning towers.

The watchword of the German navy, said to have been formulated by Emperor William II, is "Always attack. Be the odds ever so great the German navy must always assume the offensive." The big man in the German navy, next to Emperor William himself, is Admiral von Koester of the North Sea fleet, and no one at all informed on naval affairs doubts that he is ready at all times to live up to the motto of the "War Lord." The fighting strength of the German navy lies mostly in the battleships "Wittelsbach," "Brandenburg," "Woerth," "Wittenbourg," "Kaiser Wilhelm I," "Kaiserin Augusta" and others of their class. The German navy is chiefly remarkable for its homogeneity—that is, its battleships, as near as possible, have the same powers and armament, so that all can act as a unit and strike as one. The ships above named run in displacement from 11,000 to 14,000 tons and their heaviest guns are of 11.2-inch caliber. She has some splendid armored cruisers and is often rated as next to England in naval strength.

France has likewise a splendid collection of armored cruisers and battleships, good examples of these being the "Charles Martel," "Jaureguiberry," "Condé," "Leon Gambetta," "Jules Michelet," "Ernest Renan" and "Republique."

Not least among the naval powers of the world is Italy, which has a well-built, well-manned fleet that is a credit to her, as that of Austria is to that Empire. Austria's fleet is considered a model by naval officers all over the world. Russia has two great vessels in the Baltic and several in the Black Sea, and she will send her ships also to the Jamestown celebration. Turkey will send some splendid ships which were built in Philadelphia, Glasgow and Italy. Holland will also have her vessels lying in Hampton Roads. Denmark and Sweden both have some fine specimens of naval

architecture which their rulers have served in. Also in that splendid line will be the Japanese navy, with ships and men equal in fighting capacity to any. Chili, Argentina and Brazil all have splendid ships with histories which will be told here when the ships come to Hampton Roads.

The great battle between the "Merri-mac" and the "Monitor" will be reproduced in the same position these old iron-clads occupied when they fought their terrible fight during the Civil War. This famous battle was fought near the Exposition grounds, just off the Point, on Hampton Roads.

One of the most interesting sections of the Exposition is the group of Seventeenth century buildings, called the "Arts and Crafts Village," where skilled handworkers will display the skill and possibilities of making many useful articles without the aid of machinery. This pretty village is composed of permanent buildings, beautiful lawns and attractive surroundings.

Among those metals which were moulded and fashioned by the early settlers, iron, copper and silver held foremost place. It is historically recorded that in the very early days of the colony, when new houses were projected in the place of old, the useless edifice was burnt, and the nails saved from the ashes. The folly of this waste so impressed itself upon the authorities of the colony, that in 1657 the Virginia House of Burgesses enacted that whatever person or persons soever exported iron should pay ten pounds of tobacco as a fine for every pound of iron so exported. Hitherto it had been profitable to mine the iron and export it to England; now it became obligatory either to cease mining or to work it in the colony. From the date of this very wise law, iron working became an art in Virginia, and nails were made—the simplest form of iron product. Then came hinges, some plain, others quite ornate; then cooking utensils, andirons, knockers, and a host of other articles, until, finally, Virginia laid the basis of an iron trade which passed beyond its borders and spread northward and southward. The iron-workers' building of the Arts and Crafts division will illustrate the most primitive methods of handiwork, together with the latest and most artistic.

Early in Virginia's history the finding of copper is recorded. In 1622 the General Assembly, writing to His Majesty, James I,

said: "As to the mines of gold, silver, copper, etc., they have great hopes that the mountains are very rich from the discovery of a silver mine, made nineteen years ago, at a place about four days' journey from the Falls of the James River, but they have not the means of exporting ore." Subsequently, these discoveries were found to be actual, and silver and copper especially were brought to the settlement in workable quantities. The search for gold was not so successful. The silver and copper workers will each have their building, and will turn out artistic objects for house decoration and for ornamentation of parlor, library, dining-room, and boudoir, together with the more necessary articles used in the kitchen.

In Colonial days the wheel and loom were not objects merely of curiosity or ornament, but they entered deeply into the personal life of every householder, and each plantation had its carding room, its spinning room, its weaving room and its dye house. At the Jamestown Exposition carpets, rugs, shawls, blankets, linsey woolsey, counterpanes, table covers, towels, curtains, calicoes, cottonades, "homespun"—in fact, all textile materials entering into the making of garments or the decorating of homes will be hand-made before the eyes of the visitors.

Another department of craft working which will have a very thorough exploitation will relate to manufactures of wood. Inventive geniuses will show samples of pattern chairs, cabinets, sideboards and closets like those fashioned by Chippendale; and heavier articles, like tables, beds, bureaus, washstands and bookcases will be reproduced, each showing an individuality and personal bias impossible to obtain by machine production.

The basket weavers, hat makers and wool and cotton workers will have buildings for their various industries. The hand-made basket, constructed of rush or straw, is a revelation in durability and artistic excellence to those who know only the product of machinery. Some of the baskets woven two hundred and odd years ago are still useful as burden bearers, their period of usefulness being reckoned by centuries rather than years, and their artistic merit passing comprehension. Much the same might be said regarding hats, many of which when worn in England by returning cavaliers, or their ladies, caused sensations by reason of their unique excellence.

In the department of textiles there will be one establishment for wool spinning and one for cotton making. The South, which now supplies the greater portion of the world's raw cotton, during the Colonial days produced just about enough for home consumption, and most of the cotton goods used in this country was home spun. Many of these fabrics possessed a high degree of artistic merit in the form of weaving and in the printing of colors. The same is true of woolen goods. While sheep raising is not regarded as a profitable occupation by the Southern planters to-day, in olden times, when heavy fabrics for winter were very expensive to import, almost every farmer of consequence had his head of sheep.

The United States Government will participate extensively in this great celebration, having eight buildings and an immense double pier and, besides these, Uncle Sam will have the finest warships of the American navy and the best soldiers of the American army.

The Government buildings will consist of a large general exhibit building in which the several departments will be represented; a Colonial building with exhibits from Alaska, Porto Rico, Hawaii and the Philippines; a negro building, showing the development of the African race; club buildings for the officers of the armies and navies of the United States and visiting countries, and for the enlisted men of the armies and navies of the United States and visiting countries; fishery building, life saving station and the grand piers, extending out into the waters of Hampton Roads 2,400 feet from the Exposition grounds.

In the Fisheries Department will be the most complete display of everything pertaining to fish and fishing ever seen at any exposition. There will be salt-water and fresh-water aquaria, living fish from stream, lake and sea, and preserved specimens of every description. The United States Government will supply the live fish and a complete supply of fishing material, from a harpoon to a fish-hook.

The Museum of Arms will be a complete naval and military exposition in itself, in which will be displayed the implements of war of all nations and all ages. It will contain death-dealing instruments used in ancient times, battle-axes, swords, spears, lances, bows and arrows, pistols, rifles, cannon, and all kinds of projectiles, also

fortifications, armament and armor. Everything relating to war will be seen in this museum. There will be a collection of ship models showing the progress of ship-building and the evolution in the warship from the old junk of the ancients to the formidable battleship of to-day.

These are only a few of the features of the Jamestown Exposition. The beautiful grounds are in themselves an attraction which cannot fail to excite admiration and wonder. Magnificent shady walks and drives, flowery nooks and dells, abound

everywhere on the grounds, and even the inclosure is a work of art. An immense wire fence, eight feet high, covered with honeysuckle, rambler roses and the trumpet vine, incloses the grounds on the land sides for a distance of more than two miles, presenting a beautiful barrier between the public and exposition grounds, standing out like an immense green hedge, instead of the common old fence surrounding expositions. Beauty and grandeur abound everywhere, and the Jamestown Exposition will be the gem of all expositions.



BALTIMORE & OHIO RAILROAD TERMINAL AT PHILADELPHIA.

IN the succeeding issues of the "Book of the Royal Blue," it is intended to outline the maps of the principal cities on the Baltimore & Ohio System, in the same manner in which Baltimore and Pittsburg were treated in the last two issues. This is done for the convenience of the shipper as well as the passenger. The maps will be prepared so as to locate the passenger and freight stations quickly, and to enable the one most interested to obtain a general idea of the geography of the city specially taken up.

with track capacity of forty cars and convenient scales. The Broad Street and Oregon Avenue station handles package, rolling and bulk freight. At Bainbridge Street on the east side of the Schuylkill River is a freight yard for carloads only, with track capacity of thirty cars.

On the east front of the city on the Delaware River is Pier 40, North Delaware Avenue, near Laurel Street, where package, rolling and bulk freight is handled. At this station there are wagon scales and modern automatic crane, and a yard with track capacity of fifty cars. The pier is 65 feet wide and 500 feet long, with shed over part of same, thus permitting the unloading of property from team track to wagon in wet weather. Docking facilities at this pier can be furnished to vessels and lighters.

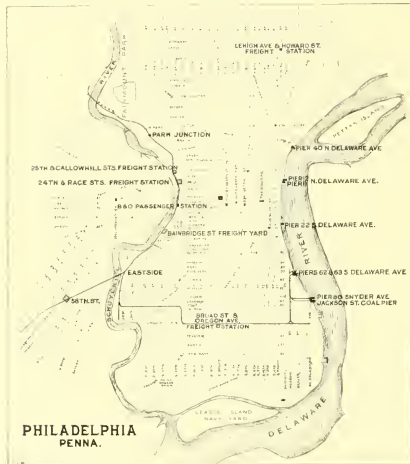
At Piers 11 and 12, on North Delaware Avenue, near Race Street, package and rolling freight is handled, exclusive of heavy articles requiring the use of a crane. A heated room is provided on Pier 12 for handling fruit in cold weather. It is especially well lighted and so constructed that the floor level of the same is above the floor level of the pier and packages may be delivered to advantage from this raised platform to wagons.

Pier 22 is at South Delaware Avenue, foot of Pine Street, where package and rolling freight is handled also, exclusive of articles

requiring the use of a crane.

Piers 62 and 63 are at South Delaware Avenue, foot of Dickinson Street. Package, rolling and bulk freight, other than grain, is handled for track delivery to vessels. Vessels and lighters may secure docking facilities at this terminal. The yard has a track capacity of 210 cars, with track scales at the station.

Pier 80, South Delaware River, is at the foot of Snyder Avenue, adjacent to the Jackson Street coal pier. This is a double-deck covered pier, with railroad tracks on both floors. The track capacity of the first floor is fourteen cars and the second floor, twelve cars.



At Philadelphia, the Baltimore & Ohio has one passenger station at 24th and Chestnut Streets, but there are numerous freight stations, piers, warehouses and elevators. Beginning at the northernmost station on the east side, is the Lehigh Avenue and Howard Street freight station, where package and rolling freight, exclusive of heavy articles requiring the use of a crane, is handled.

The most central freight station is at 24th and Race Streets, with track capacity of forty cars. At 25th and Callowhill Streets is a yard for carloads only, with track capacity of twenty-five cars. At 58th Street is a freight yard for carloads only,



Stub Ends of Thought

By ARTHUR G. LEWIS.



THE man of effort often creates a condition out of an idle man's theory.

LET us all curb our personal conceits, and give to others the benefit of our mistakes.

THE fires of faith, hopefulness and true courage rapidly consume all obstacles that lie in the path of progress.

SURFACE opinion is largely a condition of surface conceit, weak in its expression and small in its purpose.

THE great heart and almost divine intuition of a good woman often finds many bright places in what appears to men all darkness.

MENTAL discipline is the one essential qualification of intellectual and consistent advancement.

CONTENTMENT and courage under all circumstances is the one power that will convey happiness up hill.

WE should always be ready to adopt the suggestion of reason, and measure our own views without prejudice with those of others.

THE infant condition of intelligence is found only in the nursery of investigation.

SOCIETY has but one regulation, and that consists of the prevailing custom of the day, without regard to individual views or preference.

THE best influence of hearth and home lives only within the circle of perfect harmony and mutual understanding.

THERE is but one condition of morality and this forms and fathers the platform of all dogmas.

SAINTS cannot forgive their peers, we must have sinned and suffered to find the same extenuation for others that we found for ourselves.

NO custom should offend us, until we can offer a substitute that has proven by experience to be superior to the one we reject.

THE exuberance of imagination may be termed the insanity of well defined and matured thought.

THERE is always room for charity in the discussion of good or bad, and under all conditions some extenuating circumstance.

Too many of us insult the intelligence of God by kneeling to him in ideas incompatible with divine knowledge.

OPEN THE WINDOW.

BY ARTHUR G. LEWIS.

Open the window and let in the dawn,
Scatter the shadows and welcome the morn:
Cheer for the right, dis Honor the wrong,
Stifle the sigh and chorus the song.
Fear not if God and yourself understand,
Smile in the face of despair when you can,
Lighten the path to some pain-saving way:
Hope for to-morrow, and honor to-day.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON,
BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE MAY 27, 1906.										
EASTWARD										
	No. 504 DAILY	No. 528 EXCEPT SUNDAY 8 HOUR	No. 525 SUNDAY	No. 528 EXCEPT SUNDAY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 8 HOUR	No. 508 DAILY	No. 516 DAILY	No. 546 DAILY	No. 512 DAILY
Lv. WASHINGTON	7.00 AM	9.00 AM	8.00 AM	11.00 AM	1.00 PM	3.00 PM	5.00 PM	8.00 PM	11.30 PM	2.57 PM
Lv. BALTIMORE, CAMDEN STATION	7.55	9.50	8.52	11.50	1.55	3.48	5.00	8.00	12.39	3.51
Lv. BALTIMORE, MT. ROYAL STATION	8.00	9.54	8.57	11.54	1.59	3.52	5.05	8.05	12.44	3.56
Ar. PHILADELPHIA	10.16	11.52	12.11	2.02	4.05	6.50	8.19	11.45	3.05	6.00
Ar. NEW YORK, LIBERTY STREET	12.36	2.00	2.30	4.15	6.45	8.13	11.00	10.40	3.20	6.40
Ar. NEW YORK, 230 STREET	12.45	2.10	2.40	4.25	6.46	8.10	10.50	10.33	3.33	6.43
	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO
PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE MAY 27, 1906.										
WESTWARD										
	No. 505 DAILY	No. 517 EXCEPT SUNDAY	No. 501 DAILY	No. 507 DAILY	No. 527 DAILY 8 HOUR	No. 509 "ROYAL LIMITED" DAILY 8 HOUR	No. 503 DAILY	No. 511 DAILY	No. 515 DAILY	
Lv. NEW YORK, 230 STREET	11.60 PM	7.50 AM	9.50 AM	11.50 AM	1.50 PM	3.50 PM	5.50 PM	6.50 PM	11.60 PM	
Lv. NEW YORK, LIBERTY STREET	12.15	8.00	10.00	12.00	2.00	4.00	6.00	7.00	12.15	
Lv. PHILADELPHIA	7.40	10.27	12.30	2.14	4.16	6.12	8.35	9.30	3.05	
Ar. BALTIMORE, MT. ROYAL STATION	8.48	12.49	2.43	4.14	6.09	8.09	10.55	11.32	8.00	
Ar. BALTIMORE, CAMDEN STATION	9.52	12.53	2.47	4.18	6.13	8.13	11.00	11.36	8.05	
Ar. WASHINGTON	10.50	1.50	3.50	5.20	7.00	9.00	12.10	12.31	7.25	
	AM	PM	PM	PM	PM	PM	AM	AM	AM	

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST
AND SOUTHWEST.

WESTWARD										
	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 15 EXPRESS DAILY		
Lv. NEW YORK, 230 STREET	8.50 AM	11.50 AM	N 3.50 PM	5.50 PM	11.50 PM	11.60 PM	6.50 PM			
Lv. NEW YORK, LIBERTY STREET	10.00 AM	12.00 PM	N 4.00 PM	6.00 PM	12.16 PM	12.16 PM	7.00 PM			
Lv. PHILADELPHIA	12.30 PM	2.14 PM	6.12 PM	8.35 PM	7.40 AM	7.40 AM	9.30 PM			
Lv. BALTIMORE, MT. ROYAL STATION	2.43 PM	4.14 PM	8.09 PM	10.65 PM	8.45 AM	8.45 AM	11.32 PM			
Lv. BALTIMORE, CAMDEN STATION	3.00 PM	4.30 PM	8.00 PM	11.10 PM	10.00 AM	10.00 AM	11.41 PM			
Lv. WASHINGTON	4.05 PM	5.30 PM	9.10 PM	12.45 AM	11.00 AM	10.05 AM	12.40 AM			
Ar. DEER PARK HOTEL				6.27 PM	1.00 AM					
Ar. PITTSBURG			6.45 AM		7.45 PM		9.00 AM			Lv. 5.10 PM
Ar. CLEVELAND			12.00 PM							8.60 PM
Ar. WHEELING (EASTERN TIME)		5.35 AM				10.30 PM				Lv. 4.20 PM
Ar. COLUMBUS (CENTRAL TIME)		8.60 AM								8.20 PM
Ar. OHIO FALLS		5.30 PM			9.00 AM					7.30 AM
Ar. CINCINNATI	8.05 AM			5.35 PM		2.35 AM				
Ar. INDIANAPOLIS	10.55 AM			11.50 PM		10.55 AM				
Ar. LOUISVILLE	11.60 AM			9.30 PM		7.10 AM				
Ar. ST. LOUIS	6.27 PM			7.28 AM		1.40 PM				
Ar. OHATTANOOGA	6.15 PM			6.30 AM						
Ar. MEMPHIS				8.25 AM						
Ar. NEW ORLEANS	8.45 AM									

—Train No. 5 makes connection at Cumberland. + Except Sunday.
Through Pullman Sleepers to all points. N—Connection east of Philadelphia is made with No. 609, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EASTWARD										
	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUENNE LIM. DAILY	No. 14 EXPRESS DAILY			
Lv. CHICAGO			5.30 PM	10.40 AM			8.30 PM			
Lv. COLUMBUS				7.00 PM						
Lv. WHEELING (EASTERN TIME)		5.00 PM		12.25 AM						
Lv. CLEVELAND			11.30 PM		3.00 PM					
Lv. PITTSBURG			8.00 AM		8.30 PM					
Lv. ST. LOUIS	* 9.00 AM	2.05 AM				* 5.30 PM	1.15 PM			
Lv. LOUISVILLE	2.10 PM	8.10 AM				9.29 PM				
Lv. INDIANAPOLIS	* 2.55 PM	7.35 AM				2.50 AM				
Lv. CINCINNATI	* 6.35 PM	12.10 PM				8.00 AM				
Lv. NEW ORLEANS		7.30 PM								
Lv. MEMPHIS		8.40 PM								
Lv. OHATTANOOGA	5.20 AM	10.25 PM				12.45 PM				
Lv. DEER PARK HOTEL			10.25 AM	12.30 PM						
Ar. WASHINGTON	12.40 PM	6.30 AM	4.42 PM	12.30 PM	6.41 AM	2.42 AM	10.25 PM			
Ar. BALTIMORE, CAMDEN STATION	1.47 PM	7.50 AM	5.50 PM	1.47 PM	7.50 AM	3.47 AM	11.30 PM			
Ar. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	6.05 PM	1.69 PM	8.00 AM	3.55 AM	12.44 AM			
Ar. PHILADELPHIA	4.05 PM	10.15 AM	8.19 PM	4.05 PM	10.15 AM	5.00 AM	3.05 AM			
Ar. NEW YORK, LIBERTY STREET	5.30 PM	12.35 PM	10.40 PM	6.30 PM	12.35 PM	6.32 AM	5.40 AM			
Ar. NEW YORK, 230 STREET	6.45 PM	12.45 PM	10.50 PM	6.45 PM	12.45 PM	6.43 AM	6.33 AM			

Through Pullman Sleepers from all points. * Daily. + Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR"

BETWEEN WASHINGTON AND BALTIMORE.

IMPORTANT CHANGES FROM THE ABOVE WILL BE EFFECTIVE NOVEMBER 25, 1906.

TRAINS "EVERY HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

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ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

No. 512. Drawing Room Buffet Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia.

No. 504. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. Five Hour Train. Drawing Room Buffet Parlor Car Washington to New York.

No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.

No. 528. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Dining Car, table d'hôte, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.

No. 514. Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 505. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Washington and Pittsburg.

No. 517. Drawing Room Buffet Parlor Car New York to Washington.

No. 501. Observation Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.

No. 507. Drawing Room Parlor Car New York to Washington. Dining Car, table d'hôte, New York to Baltimore.

No. 527. Five Hour Train. Drawing Room Buffet Parlor Car New York to Washington.

No. 509. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hôte, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.

No. 511. Drawing Room Buffet Parlor Car New York to Washington.

No. 515. Separate Sleeping Cars New York to Philadelphia, Baltimore and Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

No. 1. Drawing Room Sleeping Car New York to St. Louis. Observation Sleeping Car Washington to Cincinnati. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

No. 7. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellair. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.

No. 11. "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Conneville to Pittsburg.

No. 5. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve dinner, supper and breakfast.

No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Buffet Drawing Room Sleeping Car Wheeling to Chicago. Buffet Drawing Room Sleeping Car Cleveland to Chicago. Parlor Car Cumberland to Pittsburg.

No. 55. Buffet Drawing Room Sleeping Car New York to Cincinnati. Parlor Car Baltimore to Wheeling. Dinner at Cumberland. Dining Car Grafton to Cincinnati.

EASTWARD.

No. 2. Drawing Room Sleeping Car St. Louis to New York. Observation Sleeping Car Cincinnati to Washington. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.

No. 4. Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Baltimore. Drawing Room Sleeping Car Wheeling to Washington. Dining Cars serve all meals.

No. 6. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals except breakfast at Cumberland.

No. 10. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.

No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Conneville. Dining Car Cincinnati to Grafton.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Buffet Drawing Room Sleeping Car Chicago to Cleveland. Parlor Car Pittsburg to Cumberland.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Wheeling. Parlor Car Wheeling to Baltimore.

IMPORTANT CHANGES FROM THE ABOVE WILL BE EFFECTIVE NOVEMBER 25, 1906.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines may be had at the Offices of the Company, as follows:

AKRON, OHIO, Union Station, C. D. HONODLE, Ticket Agent. Howard Street, U. S. G. APLEY, Ticket Agent.
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 E. N. AUSTIN, General Passenger Agent, Baltimore & Ohio Lines West, Chicago, Ill.
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Three Hundredth Anniversary

OF FIRST SETTLEMENT OF

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AND MILITARY CELEBRATION



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City

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Piers

B. & O.
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Street
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Jersey
City



X
Through
Street Cars
between
23d St.
and
Grand
Central
Station
7 a. m. to 7 p. m.
weekdays

Black Line
Subway

Dotted Line
Elevated

Surface Line

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Station

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Station

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Ferries
to
Brooklyn

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Baltimore & Ohio

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run via

WASHINGTON

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LOUISVILLE
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CLEVELAND
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NEW YORK

Express Trains "Every Hour on the Hour"

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both ways: 7 a.m. to 7 p.m. week days

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Washington to New York

"Every Even Hour"

New York to Washington

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TO

WASHINGTON

1907

LEAVING BOSTON

January 11 and 25 February 8 and 22
March . 8 and 22 April . 5 and 19
May . . 3

Leaving New York following day

\$25
Boston

\$18
New York

COVERS EVERY EXPENSE; EACH TOUR OCCUPYING ONE WEEK. TICKETS PERMIT OF LONGER STAY IN WASHINGTON, AND ALLOW STOP-OVER IN NEW YORK RETURNING

Royal Blue Line

POPULAR.... THREE-DAY TOURS

FROM

**NEW YORK and PHILADELPHIA
CHESTER and WILMINGTON**

AND INTERMEDIATE POINTS TO

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PERSONALLY CONDUCTED
ALL EXPENSES INCLUDED

**\$12 From NEW YORK
\$ 9 From PHILADELPHIA
\$ 9 From WILMINGTON
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February 11, 1907 March . 7 and 25, 1907
April . . 11 and 25, 1907 May 9, 1907

COVERS EVERY EXPENSE, INCLUDING TRANSPORTATION FOR THE ROUND TRIP, MEALS EN ROUTE, TRANSFERS AND TWO DAYS' BOARD AT FIRST-CLASS HOTELS IN WASHINGTON. TICKETS ARE GOOD FOR RETURN ON ANY TRAIN WITHIN TEN DAYS FROM DATE, AND PERMIT STOP-OVERS AT BALTIMORE AND PHILADELPHIA.

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FROM

BOSTON

February = 16 March = 2
March = 16 March = 30

FROM

**NEW YORK AND
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March = 17 March = 31

DETAILS MAY BE HAD OF ROYAL BLUE
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Boston \$32
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Philadelphia \$19
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**“Daylight
Special”**

TO

CINCINNATI

AND

ST. LOUIS



Map of the MORE RAILROAD AND CONNECTIONS

Baltimore

Ohio

R.R.

EAST AND WEST



CALENDAR - 1906



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
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BALTIMORE, MD.

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between Baltimore and Washington
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ROYAL BLUE TRAINS

"Every Odd Hour"

Washington to New York

"Every Even Hour"

New York to Washington

BOOK OF THE ROYAL BLUE.

DECEMBER, 1906.

CONTENTS.

	Page
The Great Dismal Swamp—Its History and Mystery	1
The Eternal Cry — By Harry Persons Taber.....	6
The Last Hours of Washington — By Charles L. Shipley	7
"Fraud Guller" — By Dr. Thomas Calver.....	11
Queer Beasts Found in the Postage Stamp Zoo — By Dwight Burroughs in "Baltimore Sun"...	13
New Home of the Department of Agriculture at Washington	16
The First Confederate Monument — By Elihu S. Riley	17
Baltimore & Ohio Terminals at Washington, D. C.	19
Humor and the Humorist.....	20
Stub Ends of Thought... } By Arthur G. Lewis... 21	
"The Woman We Love" }	

ILLUSTRATIONS.

Lake Drummond, Dismal Swamp, Virginia, Frontispiece	
The Cypress Spectres of Dismal Swamp.....	1
Lock on Swamp Canal.....	2
Old Mill on Lake Drummond, Dismal Swamp.....	3
George Washington.....	7
A Peep into the Stamp Collector's Zoo.....	12

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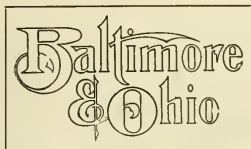
Baltimore & Ohio

505- 5

"New York-Chicago Limited"

No. 505	Leave NEW YORK, 23d Street	-	-	7.50 a. m.
	Leave NEW YORK, Liberty Street	-	-	8.00 a. m.
	Breakfast on Dining Car.			
	Leave PHILADELPHIA	-	-	10.17 a. m.
	Arrive BALTIMORE	-	-	12.17 noon
	Leave BALTIMORE	-	-	12.22 p. m.
	Arrive WASHINGTON	-	-	1.12 p. m.
No. 5	Leave WASHINGTON	-	-	1.22 p. m.
	A la carte Luncheon on Dining Car.			
	Arrive CUMBERLAND	-	-	5.12 p. m.
	Table d'hote Dinner on Dining Car.			
	Arrive CONNELLSVILLE	-	-	8.02 p. m.
	Arrive PITTSBURG	-	-	9.42 p. m.
	Leave PITTSBURG	-	-	10.00 p. m.
	Arrive AKRON	-	-	12.54 a. m.
	Leave CLEVELAND	-	-	11.30 p. m.
	Arrive CHICAGO	-	-	9.45 a. m.

Solid Vestibuled Train with splendid Day Coaches New York to Chicago. Pullman Drawing Room Sleeping Car New York to Chicago. Pullman Observation Parlor Car Washington to Pittsburg. Pullman Drawing Room Sleeping Car Pittsburg to Chicago. A la carte breakfast in Dining Car to Philadelphia. A la carte luncheon and table d'hote dinner in Dining Car Washington to Pittsburg. A la carte breakfast in Dining Car Garrett to Chicago.



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THE **“DAYLIGHT
SPECIAL”** TO

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The New Solid Vestibuled Train of Splendid Day Coaches, Pullman Drawing Room Sleeping Cars to St. Louis, Parlor Car to Wheeling, and Dining Cars

No. 555 Leave NEW YORK, 23d Street, . . . 11.50 p. m.
Leave NEW YORK, Liberty Street, . . . 1.30 Night
Sleeping Cars ready for occupancy at Jersey City at 10.00 p. m.

Leave PHILADELPHIA, 4.15 a. m.
Arrive BALTIMORE, 6.50 a. m.
New York-Baltimore Sleepers taken from train at Camden Station.

Leave BALTIMORE, 7.00 a. m. **SUNRISE**
A la carte Breakfast on Dining Car.

Arrive WASHINGTON, 7.50 a. m.
New York-Washington Sleeper taken from train
and Parlor Car to Wheeling attached.

No. 55 Leave WASHINGTON, 8.00 a. m.
Arrive CUMBERLAND, 12.03 Noon.
Lunch at Queen City Hotel.

Leave CUMBERLAND, 12.20 p. m.
Arrive PITTSBURG, 5.05 p. m.
Parlor Car.

Leave CUMBERLAND, 12.23 Noon.
Arrive WHEELING, 7.40 p. m. **SUNSET**
Arrive PARKERSBURG, E. T., . . . 7.20 p. m.

No. 5 Leave PARKERSBURG, C. T., . . . 6.25 p. m.
A la carte Dinner on Dining Car.

Arrive CINCINNATI, 11.50 p. m.
Before midnight, in time for electric cars to all parts
of the city and suburbs.

Leave CINCINNATI, 12.15 Midnight.
Arrive LOUISVILLE, 7.10 a. m.
Arrive ST. LOUIS, 8.45 a. m.

Breakfast in Dining Car. Makes all connections West and Southwest.



LAKE DRUMMOND, DISMAL SWAMP, VIRGINIA.

BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY

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WILLIAM ELLIOTT LOWES, EDITOR.

VOL. X.

BALTIMORE, DECEMBER, 1906.

No. 3.

THE GREAT DISMAL SWAMP—ITS HISTORY AND MYSTERY.

A QUESTION that is concerning many old residents at Norfolk is whether in the course of the next fifty years the Great Dismal Swamp, which has been a curiosity to travelers ever since the settlement of the Virginia

ern part of Virginia, but the progress of its drainage has been so rapid in the last quarter century that it is now a problem whether it will not be converted within an easily conceivable space of time into arable land. Where once, in solitary beauty, was



THE CYPRESS SPECTRES OF DISMAL SWAMP.

colony—and heaven knows how long before that time—will not be practically a thing of the past.

From the earliest days of American history its recesses have gloomed in the south-

Lake Drummond, set like a jewel in the shadows of the bogs around it, will there appear some day the plow and the farmer's cheerful cottage? Where now go snaky water-courses will there then be pleasant

drives? It is a possibility to interest every mind.

The Great Dismal Swamp is a tract of about 800 square miles, having its northern edge in Virginia, about four or five miles from Norfolk and extending for about forty miles southerly into North Carolina, with an average width of twenty miles. It may be likened to a huge sponge, out of which the water of the surrounding country is supplied. In its center is Lake Drummond, a sheet of water about three by six miles. The surface of this lake is twenty-one feet

He made but a mile a day in his survey through it, and in his journal of the passage records many fights with sickness among his men and encounters with strange difficulties. In his interesting notes he vents his entire disgust with the country as follows :

"Not so much as a Zealand frog could endure so aguish a situation, not even a turkey buzzard would venture to fly over it, not a living thing—bird, beast, insect or reptile—lives in it. Doubtless the eternal shade that hovers over this mighty bog



LOOK ON SWAMP CANAL.

above tide water and the surrounding morasses are correspondingly elevated. For this reason they are easily drained. Despite the fact that there is no visible inlet the swamp supplies five navigable rivers and several small streams with a never-failing volume of water.

The dimensions of the huge swamp were first accurately determined by Col. William Byrd in 1728, during a survey for the purpose of establishing the boundary line between North Carolina and Virginia. He it was, also, who gave the place its name. Altogether he does not seem to have been particularly impressed with the locality.

hinders the sunbeams from blessing the land and making it a habitation for anything that has life."

The interior of the swamp is, indeed, unprepossessing, except in rare spots, where scenes of beauty burst upon one. The soil is a sort of peaty matter, broken here and there by ridges of firm ground known familiarly as "hog backs." So soggy, as a rule, is this earthy material, which is formed by the decay of innumerable leaves and other forms of vegetation, that the imprint of a foot very quickly fills with water. If a fire be lighted upon its surface it will so soon sink into the earth

that it will be extinguished before coffee can be made to boil over it. Upon the "hog backs," which are sometimes of several acres in extent, oaks of a peculiar low and spreading variety grow. Junipers, white cedars and cypresses flourish in the boggy part of the swamp.

In the logging of this timber and in splitting it up for shingles quite a profitable industry is driven by those people who live on the edges of the swamp. For the purpose, canals have been cut in many directions into its recesses, and by means of

to venture into the depths, and that if the poor refugee was so desirous of liberty as to give up a comfortable home with companionship to live in the isolation of the swamp he might as well be allowed to go.

Those who do make their homes there live in houses built between trees. This sounds obscure, but it really is simple enough. The ground would not support the necessary foundation for a hut, so four conveniently placed trees are found, and between their trunks are lashed the timbers that make the floor of the edifice. In



OLD MILL ON LAKE DRUMMOND, DISMAL SWAMP.

them the wood is brought out. Very often the best logs are found under-ground in the mud, where some monarch of the swamp has fallen and been covered and preserved by the ooze into which it fell.

Those persons who live in the swamp—for there is such a class—are usually either shiftless negroes, low whites or members of some lumbering camp. During the Civil War the swamp was a favorite place for negro refugees, and many found a home in its shelter. The chase for a negro in those days was always abandoned when the edges of the swamp were reached. The master argued that it would not be worth the prey

this way quite cozy little huts are constructed over a ground of oozy mud. Except for the mosquitoes and the continual damp heat, the inhabitants of these can live very comfortably if they do not care much for the society of their fellow-men.

A canal which connects Elizabeth River with the Pasquotank runs through the swamp for about twenty miles, and receives most of its waters from Lake Drummond, which it approaches at one point within three miles. This avenue of transportation and commerce is one of the oldest in the country and is the means of considerable yearly revenue to Norfolk, where it

terminates. The charter for its construction was granted in 1787.

It was made to a great degree from plans drawn by the immortal father of his country, George Washington, who was much interested in a financial way in the project. It is of the lock type and has an average depth of six feet, with a width of about forty feet. Several large railways skirt the swamp or cut across its edges for several miles. Access to it is thus not so difficult.

The trip to Lake Drummond has of late been made rather easy of accomplishment. Until very recently, however, the swamp was seldom penetrated. It is probable that even now not one person in a hundred living in Norfolk knows more about this great natural curiosity, so easily within his reach, than the average school-child of one of the northern cities.

There are many stories connected with the huge morass—tales of adventurous souls who got lost in its depths and were never more heard of, or of picnickers who ventured in too far and were swallowed in some treacherous sinkhole.

The very account of the discovery of Lake Drummond is a good example of the anecdotes that center around this curious region. Many years ago a certain Drummond and two companions went into the great swamp one day in search of bears or for some such purpose, and became lost. Drummond became separated from his companions in the course of their united efforts to find their way out, and in his frenzied course penetrated deeper into the heart of the region than anyone before had cared to go, and came out upon the banks of the huge sheet of water that was to bear his name.

After much privation he at last found his way back to terra firma and civilization and announced his discovery to the world. His companions were never more heard of, and it is supposed that they perished from hunger or were drowned. Wild beasts may have made them their prey, as all manner of animals are concealed in these marshy depths.

The Dismal Swamp is probably one of the largest natural animal preserves in the United States. It is a sort of last stronghold, which the bear, the wildcat and other wild beasts that flourished in an earlier day now hold against the encroachments

of man. During the Civil War the swamp recesses were used as headquarters for guerrilla bands that much harrassed the Federal troops encamped in Norfolk and vicinity.

No less a poet than Thomas Moore has sung of the mystery of Lake Drummond in those familiar stanzas that will be remembered by the verses:

Where all night long by a firefly lamp
She paddles her light canoe.

The writer, with two companions, made the excursion to Lake Drummond several days ago from Suffolk, a small village situated at the northern end of the great swamp. We went by boat from the village to the lake on a small canal used by the timber haulers that carry on their trade here. The journey consumed about six or eight hours. Its events made a lasting impression upon our minds. The canal was small, and above our heads the branches of trees interlaced, causing a continual twilight. A forest fire, which in these regions burns for several days because of the dry wood mold heaped up in the hollows of the ridges, had devastated the land around us. Gaunt, blackened trunks of trees filed by us and twisted stems beckoned us on into a further gloom.

As we went on things became better, however. Still the grewsome, unhealthy appearance of all vegetation around us and the dank atmosphere made a most striking impression upon us. Truly the land may be called the abomination of desolation!

A sort of damp heat held us as our journey continued, and we were most uncomfortable. Suddenly Lake Drummond burst upon our view. It was near sunset and the waters of the lake were lit up in their somber setting. The impression was heightened by the color of the water, which, from the soaking in it of juniper boughs, is of an amber color. At all times the lake is beautiful. Its peculiar natural color and the inclosing woods, with their distorted trunks, twisted as if in pain, give it a distinctive character that places it to itself in one's memory.

For a long time the lake was believed to be of unfathomable depth. Some researches conducted by the Government, however, disclosed the fact that soundings of its waters averaged no more than 12 to 20 feet. A peculiar fact is that there is no

beach to the lake and deep water begins within a good jump of the shore. Why the banks have never been worn so as to give a shelving entrance to the water is a puzzling question. It is as if you had hollowed a basin in a piece of clay with your hands and had then filled it with water.

Closer to the coast and in Carolina there are smaller swamps that duplicate in a measure the peculiar characteristics of their big brother. In its size, however, and its unique features as a product of nature the Great Dismal Swamp, of Virginia, will always have a place to itself.

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THE ETERNAL CRY.

BY HARRY PERSONS TABER.

I'm a sympathetic feller, but a helpless sort o' critter—
When I want to be consolin' they ain't anyone around.
An' when I'm needin' sympathy my brimmin' cup is bitter,
An' a feller-sympathizer ain't nowhere to be found.

I'm sorry for them fellers up on Greenland's icy mountains,
An' likewise for them fellers out to Indy's coral strands.
I'm sorry for them folks that set by sundry squirtin' fountains,
Awaitin' extradition out of divers forrin lands.

I'm sorry for them folks that go an' get 'emselves in prison
For abscondin' of the cash an' such 'twas given 'em to keep.
An' I'm sorry for the other cuss what's surely gettin' his'n,
An' gets electrocuted—then it's up to me to weep.

I'm sorry for the feller what has to be an editor.
I'm sorry for the feller that is writin' of his jokes.
I'm sorry for the debtor an' I'm sorry for the creditor.
I'm sad about most ever' one that we considers Folks.

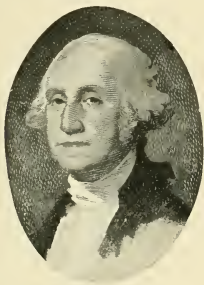
I suppose if I was married I'd be sorry that I wasn't—
But what's the use o' grievin' over things you never did?
But I'm sort o' sorry, sometimes, an' think it would be pleasant
To walk abroad with Sally tellin' stories to a kid.

THE LAST HOURS OF WASHINGTON.

BY CHARLES L. SHIPLEY.

IN 1797, George Washington, after serving his country eight years as its Chief Executive, resigned the reins of government into the hands of his successor, John Adams, and retired to private life.

On his way to Mount Vernon his path was crowded with people of all ranks and conditions in life, anxious to do him honor. Escorts attended him, and towns vied with each other in paying to him marks of respect. In the calm retreat of his early life, where he had toiled over his books and stored his mind with the means of making himself a practical man, alone was there repose for him.



GEORGE WASHINGTON.

While he was elsewhere, the world could not be less attentive to him than to the most popular ruler, and he could only feel that he was a private citizen in his own retreat in the shades of Mount Vernon, the Mecca of every devotee of pure and disinterested patriotism and freedom. He retired from the position of a guardian over a nation with the satisfaction of having done more good than it has ever fallen to the lot of any military man, in any age, to accomplish. He had not only succeeded in directing the military affairs of a whole people, so as to secure to them the enjoyment of "liberty and the pursuit of happiness," but had applied his soul to guide the State as its Chief Magistrate, so that he produced

order from confusion, and laid a foundation of remarkable beauty, symmetry and power, on which to rear a prosperous, confederate republic.

Only once was his quiet life disturbed—when the threatened trouble with France loomed up from the country's horizon, and a declaration of war seemed inevitable. Pending the difficulty he was nominated to the Senate by President Adams, as Commander-in-Chief of the United States Army. He was unanimously chosen to fill this office, and accepted it on certain conditions. From this time he was employed in exertions to raise and organize an army. To this end he toiled with alacrity and earnestly, not that he believed a war with France was probable, but that he deemed there was security in being prepared for danger. Bonaparte's assumption of affairs of the French nation, however, changed the threatening aspect of war to a friendly arrangement.

At last, however, came death, and we find his health at this period in fair condition, being sustained by much outdoor exercise in all seasons of the year, but, withal, time had made serious inroads upon his once vigorous constitution, such as are expected at sixty-seven years of age.

It is the month of December, 1799. Winter had now set in, with occasional wind and rain and frost, yet he still kept up his active round of indoor and outdoor associations, as his diary records show. He appeared to be in full health and vigor, dined out occasionally, and had frequent guests at Mount Vernon, and, as usual, was part of every day in the saddle, going the rounds of his estate, and, in his military phraseology, "visiting the outposts."

He had recently walked with his favorite nephew about the grounds, showing the improvements he intended to make, and had especially pointed out the spot where he proposed building a new family vault, the old one being damaged by the roots of trees which had overgrown it and caused it to leak. "This change," said he, "I shall make the first of all, for I may require it before the rest." Prophetic words! "When I parted from him," added the nephew, "he stood on the step of the

front door, where he took leave of myself and another. It was a bright, frosty morning, he had taken his usual ride, and the clear, healthy flush on his cheek, and his sprightly manner brought the remark from both of us that we had never seen the General look so well. I have sometimes thought him decidedly the handsomest man I ever saw, and when in a lively mood, so full of pleasantry, so agreeable to all with whom he associated, that I could hardly realize he was the same Washington, whose dignity awed all who approached him."

For some time past Washington had been occupied in digesting a complete system on which his estate was to be managed for several succeeding years; specifying the cultivation of the several farms, with tables designating the rotation of crops. It occupied thirty folio pages, and was executed with that clearness and method which characterized all his business papers. This was finished on the 10th of December, and was accompanied by a letter of that date to his manager or steward. It was a valuable document, showing the soundness and vigor of his intellect at that advanced stage of his existence, and the love of order that reigned throughout his affairs. "My greatest anxiety," said he, on a previous occasion, "is to have all these concerns in such a clear and distinct form that no reproach may attach itself to me when I have taken my departure for the land of spirits." It was evident, however, that, full of health and vigor, he looked forward to his long cherished hope—the enjoyment of a serene old age in the home of his heart. According to his diary, the morning on which these voluminous directions to his steward were dated was clear and calm, but the afternoon was lowering. The next day—the 11th—he notes there was wind and rain, and "at night a large circle round the moon."

The morning of the 12th was overcast. That morning he wrote a letter to Alexander Hamilton, heartily approving of a plan for a Military Academy, which the latter had submitted to the Secretary of War. About 10 o'clock he mounted his horse and rode out as usual to make the rounds of the estate. The ominous ring around the moon, which he had observed on the preceding night, proved a fatal portent. "About 1 o'clock," he notes, "it began to snow; soon after to hail, and then turned to a settled cold rain."

Having on an overcoat, he continued his ride without regarding the weather, and did not return to the house until after 3 o'clock. His Secretary approached him with letters to be franked, that they might be taken to the post office in the evening. Washington franked the letters, but observed that the weather was too bad to send a servant out with them. Mr. Lear perceived that a quantity of snow was hanging from his hair, and expressed his fears that he had got wet; but he replied, "No, his great coat had kept him dry." As dinner had been waiting for him, he sat down to the table without changing his dress. "In the evening," writes his Secretary, "he appeared as well as usual."

On the following morning the snow was three inches deep and still falling, which prevented him from taking his usual ride. He complained of a sore throat and had evidently taken cold the day before. In the afternoon the weather cleared up, and he went out on the grounds between the house and river to mark some trees which were to be cut down. A hoarseness that had troubled him through the day grew worse toward night, but he made light of it. He was very cheerful in the evening as he sat in the parlor with Mrs. Washington and Mr. Lear, amusing himself with the papers which had been brought from the post office. When he met with anything interesting or entertaining he read it aloud, as well as his hoarseness would permit, or he listened and made occasional comments while Mr. Lear read the debates of the Virginia Assembly.

On retiring to bed Mr. Lear suggested that he should take something to relieve his cold.

"No," replied he, "you know I never take anything for a cold." "Let it go as it came." In the night he became extremely ill with an attack of ague and difficulty of breathing. Between two and three o'clock in the morning he awoke Mrs. Washington, who would have risen to call a servant, but he would not permit her, lest she should take cold. At daybreak, when the servant woman entered to make the fire, she was sent to call Mr. Lear. He found the General breathing with difficulty, and hardly able to utter a word intelligibly. Washington desired that Dr. Craik, who lived in Alexandria, should be sent for, and that in the meantime, Rawlins, one of the overseers, should be

summoned to bleed him before the doctor could arrive. A gargle was prepared for his throat, but whenever he attempted to swallow any of it, he became convulsed and almost suffocated. Rawlins made his appearance soon after sunrise, but when the General's arm was ready for the operation he became much agitated. "Don't be afraid," said the General as well as he could speak. Rawlins made an incision. "The orifice is not large enough," said Washington. The blood, however, ran pretty freely, and Mrs. Washington, uncertain whether the treatment was proper, and fearful that too much blood would be taken, begged Mr. Lear to stop it. When he was about to unite the string the General put up his hand to prevent him, and as soon as he could speak murmured, "More, more;" but Mrs. Washington's doubts prevailed, and the bleeding was stopped, after about half a pint of blood had been taken. External applications were now made to the throat, and his feet were bathed in warm water, but without affording any relief. His old friend, Dr. Craik, arrived between eight and nine o'clock, and two other physicians, Drs. Dick and Brown, were called in. Various remedies were tried, and additional bleeding, but all to no avail.

"About half-past 4 o'clock, writes Mr. Lear, "he desired me to call Mrs. Washington to his bedside, when he requested her to go down into his room and take from his desk two wills which she would find there, and bring them to him, which she did. Upon looking at them, he gave her one, which he observed was useless, as being superseded by the other, and desired her to burn it, which she did, and took the other and put it in her closet.

"After this was done I returned to his bedside and took his hand. He said to me: 'I find I am going, my breath cannot last long. I believed from the first that the disorder would prove fatal. Do you arrange all my military letters and papers. Arrange my accounts and settle my books, as you know more about them than anyone else, and let Mr. Rawlins finish recording my other letters which he has begun.' I told him this would be done. He then asked me if I recollected anything which it was essential for him to do, as he had a very short time to continue with us. I told him that I could recollect nothing; but that I hoped he was not so near his end. He observed, smiling, that he certainly

was, and that it was the debt that we all must pay; he looked to the event with perfect resignation."

In the course of the afternoon he appeared to be in great pain and distress from the difficulty of breathing, and frequently changed his position in bed. Mr. Lear endeavored to raise him and turn him with as much ease as possible. "I am afraid I fatigue you too," said Washington. Upon being assured to the contrary, "Well," observed he, gratefully, "it is a debt we must pay to each other, and I hope when you want aid of this kind you will find it." His servant, Christopher, had been in the room during the day, and almost the whole time on his feet. The General noticed it in the afternoon, and kindly told him to sit down.

About 5 o'clock his old friend, Dr. Craik, came again into the room and approached the bedside. "Doctor," said he, "I die hard, but I am not afraid to go. I believed, from my first attack, that I should not survive it—my breath cannot last long." The doctor pressed his hand in silence, retired from the bedside and sat down by the fire absorbed in grief. Between 5 and 6 o'clock the other physicians came in, and he was assisted to sit up in bed. "I feel I am going," said he. "I thank you for your attention, but I pray you to take no more trouble about me; let me go off quietly; I cannot last long."

He lay down again, and all retired except Dr. Craik. He continued uneasy and restless, but without complaining, frequently asking what time it was. Further remedies were tried later in the evening, but without avail. He took whatever was offered him, did as he was desired by the physicians, and never uttered a sigh or complaint.

"About 10 o'clock," writes Mr. Lear, "he made several attempts to speak to me before he could effect it. At length he said, 'I am just going. Have me decently buried, and do not let my body be put into the vault in less than three days after I am dead.' I bowed assent, for I could not speak. He then looked at me again and said, 'Do you understand?' I replied, 'Yes.' 'Tis well," said he.

"About ten minutes before he expired (which was between 10 and 11 o'clock on the night of December 4, 1799), his breathing became easier. He lay quietly;

he withdrew his hand from mine and felt his own pulse. I saw his countenance change. I spoke to Dr. Craik, who sat by the fire. He came to the bedside. The General's hand fell from his wrist. I took it in mine and pressed it to my bosom. Dr. Craik put his hand over his eyes, and he expired without a struggle or a sigh.

"While we were fixed in silent grief, Mrs. Washington, who was seated at the foot of the bed, asked with a firm and collected voice, "Is he gone?" I could not speak, but held up my hand as a signal that he was no more. "Tis well," said she in the same voice. "All is now over; I shall soon follow him; I have no more trials to pass through...."

This was the end of the immortal Wash-

ington. Patience, resignation and endurance marked his last moments, and he passed from mortal sight that the world might appreciate its loss by that lesson which alone permits man to read his fellowman's character correctly and without prejudice.

On the 18th of December his remains were placed in the family tomb at Mount Vernon, where they remain unmolested and sacred to the people who have been raised to almost unbounded wealth and prosperity by his unselfish labors, devoted to the good of humanity. Throughout the whole country the proceedings of public bodies and the acts of the people at large proclaimed the loss of the Nation's Benefactor, if not Creator.



FRAUD GULLER.

(After Whittier, but distanced.)

BY DR. THOMAS CALVER.

Fraud Guller on a winter's day
From ma and housework stole away.

Down on the pond she went to skate,
And wore a red sacque as a bait;

For red can very far be seen
And read quite readily, I ween.

It's bright warm color seems to say :
"A warm heart here in wait doth lay."

So red she wore beneath her chin,
As cows could not come butting in.

The fish below were cool and nice —
They did not count; they cut no ice.

The birds with music filled no air
Just then, because they were not there.

The trees stood still and seemed bereft —
They mourned because their leaves had left.

The Judge lived close beside the pond
And soon a skating rig had donned.

But he of really true hearts' queens
Was not a judge, by any means.

He looked at Fraud and in a trice
He joined her on the waiting ice.

For ice can wait with smooth, broad grin,
For weight that lets its owner in.

He thought no finer foot and face
A skating pond could ever grace.

Together soon they swiftly flew,
While cheeks were red, and cold winds blew.

Some taffy in her bag she had,
The judge declared was not so bad.

More taffy on her wily tongue,
On which the Judge, delighted, hung.

She lifted up her piquant nose
And caught the Judge in love's wild throes.

He popped the question there and then
And soon was happiest of men.

That is, he thought so; but his life,
When married, was a round of strife.

For Fraud was selfish and her scheme
Went much beyond young love's sweet dream.

The Judge had dollars; she had not;
And what she had not must be got.

All her ambition, as a wife,
Was dress and gay and sportive life.

The Judge demurred; but her retort
Was always in contempt of court.

And soon his chronic thought was on :
"I wish I had not skating gone !

"That ice has made my life—so hot !
How good it were if she were not !"

The moral of this tale is seen
By every one not quite too green.

And you might see it if you tried—
When Frauds would skate just let them slide.

A PEEP INTO THE STAMP COLLECTOR'S ZOO.



Mother and baby camel
Nyassa.



Giraffe, Nyassa.



Elephant,
Congo States.



Bear,
North Borneo.



Crocodile,
North Borneo.



White Elephants,
Asia.



Orangoutan,
North Borneo.



Leopard,
French Congo.



The King of Beasts.



Hippopotamus,
Liberia.



Anteater,
French Guiana.



Tiger,
Malay



Stag,
North Borneo.

QUEER BEASTS FOUND IN THE POSTAGE STAMP ZOO

Armadillos, Ant-eaters and Lemurs adorn the World's Correspondence.

BY DWIGHT BURROUGHS, IN "BALTIMORE SUN."

IN this glorious old land of the free and home of the brave, where millions of pieces of mail are handled by the postal service annually, it is a most uncommon thing to see an animal of any kind, other than man, depicted on the postage stamps. Persons who have enjoyed the privilege of handling Uncle Sam's money are authority for the statement that the eagle is emblazoned on some silver coins, while the buffalo, or bison, is on some paper denominations. Be that as it may, such of the postage stamps as at this time fall in the way of the masses of the people for payment of mail tolls are without representations of birds, beasts or creeping things. In the northwest corner of the postal card there is inscribed an eagle, but it is purely an allegorical figure, for, with all due respect, there is some question whether there can be found under the blue vault of heaven and the constellation of Ophiuchus any member of the feathered tribe that can at one and the same time execute quite as many feats of intelligence as are being presented by this versatile creature.

The United States Government has paid little attention to dumb animals in the decoration of its stamps, having practically confined all efforts in this direction to the trans-Mississippi issue of 1898, on various stamps of which are shown the buffalo and a few domestic animals. This country honors its great men by decorating its stamps with their pictures. The faces of the sovereigns of Great Britain have long monopolized the stamps of that great country, but happily for the stamp zoo, there are lands which make a specialty of animal issues, and these form one of the most interesting and entertaining studies of philately.

It will be surprising to many to learn what a long list of dumb creatures are portrayed in lifelike representation on postage stamps. And this, too, exclusive of the mythical and conventional characters, such as the dragon of China, the seahorse of Barbados, the mermaid of Portugal, the sphinx

of Egypt, the double-headed eagle of Austria and a dozen others forming a class to themselves. The animal stamps of interest to the zoologist and entitled to a place in the stamp zoo are those bearing portraits of the creatures made with all due regard for accuracy in detail. The writer recently saw a collection containing fifty different quadrupeds, and the collector explained that his particular hobby was to gather animal stamps which had served as mail carriers and arrange them in a little album which he designated as his "menagerie." Here he had everything from the antelope of Rhodesia to the zebu of Madagascar, and from the aurochs of Roumania to the peculiar duck-bill platypus of Tasmania.

It appears that the popularity of stamp zoos is due to the fact that the little letter carriers of the beast, bird and reptile class are as easily obtainable as they are pretty and interesting.

Looking about us on our visit to the stamp zoo, we are attracted by an inscription, "Guyane Francaise," above a strange-looking creature. This is the ant-eater from French Guiana, on the northern coast of South America. It is also sometimes referred to as the ant bear. Scientists give it the more difficult title *Myrmecophaga jubata*, and it is a glowing tribute to the Christian-like spirit of the animal that it has never resented this. The ant-eater belongs to the armadillo family and frequently attains a large size. It is powerful and well able to take care of itself in clashes with other creatures, but it subsists entirely on ants. The French Guiana ant-eater stamps were printed in 1905 and are in six denominations, all differently colored, so that you may add to your zoo a *myrmecophaga jubata* in either black, blue, red-brown, green, rose or violet.

There is not a single lioness in the stamp zoo, but there are several lions. Nowhere does he look more imposing and majestic than on the 1903 stamps of Paraguay, which is rather surprising to the layman, who would suppose that either Africa or Asia would contribute a liony lion than

South America. The Paraguayan lion may be had in anything from an orange-brown to a yellow-green, from vermilion to blue.

Baby animals are always interesting, and for that reason a group in another corner of the zoo must attract attention. It is composed of a baby camel standing at the side of its mother. The stamp is from Nyassa, a Portuguese colony in Africa, and is a companion piece to another interesting exhibit in the menagerie, the giraffe. The two stamps are of the same set and were issued in 1901. The giraffe holds sway on all from the 2½ reis up to and including the 50 reis. A baby camel and its mother appear on the 75 reis and remain in evidence until the end of the set is reached with the 300 reis. Obock, the French possession in Africa, has some pretty triangular stamps showing the camel. The Obock camel is of the two-hump dromedary type, but, as will be testified to by any well-informed naturalist, is not of a distinct type.

In proximity to the camels the zoo visitor naturally finds his genial highness, the elephant. There are African, Asiatic and white elephants in the stamp show. The African is a fine fellow from the Congo Free State, who, however, appears to be in desperate straits, as he is closely beset by naked natives poisoning dangerous-looking spears which they are about to sink into his hide. This stamp is in two colors, the black center being framed in lilac in the issue of 1894, and in rose or carmine in the issue of 1901. It is in but one denomination—one franc. The Asiatic elephant is pictured on a group of stamps of the federated Malay states, each stamp showing several of the pachyderms.

The white elephant is exhibited by the Nanking (China) local post. There are two of the curious animals, and they stand eyeing each other solemnly, while outside of the oblong panel on which they are presented two ferocious dragons are raging like wild. The set of stamps to which they belong is rated high artistically, and for this reason and because of their inexpensiveness are popular.

The zoo might have drawn from two or more sources for its specimen of the tiger, but selected the Malay States. The tiger is shown in full form, springing from his lair. The stamp is printed with its center differing in color from the surrounding inscription and frame, and is to be had in

various combinations and many denominations.

Of the monkey family an exhibit is made of the orang-outang from North Borneo. His monkeyship stamp first dates from 1899, and was hailed with delight by stamp zoologists. Some persons will mistake the little animal on the 1903 series of stamps of Madagascar for a monkey, but it is an altogether different character of creature from the ugly-faced orang-outang which occupies such a close place to it in the zoo. The Madagascar animal is a lemur. Its traits are widely separated from those of the ape, notably in that it does not possess the mischievous tendencies of the other fellow.

The most curious of all beasts in stampdom, an animal that would make a fortune for a sideshow man, is the platypus of Tasmania. It is on a stamp designed primarily for revenue use, but is used in the regular postal service. It was first printed in 1882. It is not an uncommon variety, and is readily obtainable. The animal it pictures, however, is a most uncommon thing to people living on this side of the grand old globe. The platypus is known to scientists as the *ornithorychus paradoxus*, the last portion of this Latinized title clearly indicating that even the wise men of these times regard the animal as a seven-days' wonder. The platypus has a beaver's fur and tail, webbed feet, a duck's bill, and within the bill an excellent set of teeth. It nourishes its young on milk, which, instead of being furnished through the usual contrivances with which nature provides mammals, is expressed through a series of holes in the skin. Altogether a most remarkable creature.

The bear in our show hails from North Borneo, and is known as a bruang. The animal is in its natural color—dark brown—within a violet frame. It is much easier to obtain than the American bear, which was shown on a provisional issue of the St. Louis post office in 1845-47. The St. Louis stamp bear is a little expensive, costing today almost as much as a really, truly live bruin.

New South Wales contributes a kangaroo to the zoo. It is on a one shilling stamp and was issued in 1888. A hippopotamus is donated by the African republic Liberia, which also, by the way, adds an elephant to the list. The Liberian hippo is a robust and lively-looking fellow

as he makes his way across the front of the stamp.

The leopard from French Congo is honored with a place on every one of a series of six stamps issued in 1900. Each stamp of the series is in two colors and these colors vary, all of which goes to prove that if a leopard cannot change his spots the lithographer can do it for him. He is a fierce and hungry-looking guy, is this leopard, and it is certainly believable that he devoured the possessor of that magnificent pair of tusks lying below him.

North Borneo, which is drawn on so extensively for populating the menagerie, furnishes a fine stag and also a crocodile. The latter's cousin, the alligator, comes from Jamaica, whose specimen is, however, a rather small one. It is on a very common stamp of 1901.

The antelope is part of the arms of Rhodesia emblazoned on the stamps of that portion of British South Africa. Another species of antelope, known as the sasin, is on the stamps of Nowanuggur. Those patrons of the big show who are not acquainted with this geographical designation may be informed that Nowanuggur is a town in Hindoostan, with an active trade with the outside world, and has been issuing stamps of its own since the year 1877.

The aurochs of Roumania are European

buffalo. The creature that many mistake for the llama on the stamps of Peru is really the guanaco. They are from the same land, and the llama is the domesticated guanaco, from which it in time has come to differ in some characteristics on account of its close association with man and its enforced denial of the freedom enjoyed by its wild brother.

Other creatures in the stamp collector's zoo are the beaver from Canada, caribou from Newfoundland, gnu from the Orange River Colony, otter from Ichang, China, seal from Newfoundland, zebu from Madagascar and springbok from the Orange River Colony.

If our space restrictions were not such as they are we might add to our menagerie a reptile division, an aviary containing some 300 birds of different kinds, a corner for insects and a tank for fish, all of which are now or have been engaged in the recent past in carrying letters, packages, etc., through the wonderful mail systems of the world. As it is, their consideration must be left to another time.

Certainly, enough has been shown to prove that not the least interesting collection of animals is that embraced in the menagerie of the stamp devotee. If it is not "the greatest show on earth," it is indisputably one of the most remarkable and useful.



NEW HOME OF THE DEPARTMENT OF AGRICULTURE AT WASHINGTON.

FROM "WASHINGTON POST."

OF the great public improvements now going forward in Washington, none is more important or less familiar to the general public than the immense new building of the Department of Agriculture, now being constructed where the southern half of the Mall is intersected by Thirteenth Street.

The two L-shaped wings of this building, each 256 feet long, are well under way, and by this time next year will be complete and ready for occupancy. An appropriation for the central portion of the building, which is to be 238 feet long, probably will be made during the present session of Congress. The total length of the completed building will be 750 feet, or just 1 foot and 4 inches less than the greatest dimension of the Capitol.

That the many public buildings of the National Capital will soon be augmented by a structure of such magnitude is not generally realized by persons who visit the city, or by those who live here. The new Department of Agriculture Building, the Capitol, the New National Museum, and the new Union Station, which is semi-public in character, will complete the "big four" of the public buildings of Washington.

The new Agricultural Building will be constructed of white Vermont marble, with the base of white Milford granite. The building will be of fireproof masonry construction.

The amount appropriated for the erection of the two wings now nearing completion was \$1,500,000. It is estimated that the cost of the central portion of the building will take an additional \$1,500,000, making the entire expenditure \$3,000,000, which is considered moderate for a building of this size.

The design is classical in style, slightly modified in a few minor details. The central portion, which is yet to be built,

will be the administration building, while the east and west wings will form the laboratories. The administration building will be centered on Thirteenth Street and will face the Mall.

The L-shaped wings are 256 feet long by 60 feet wide, each having a rear wing 100 feet long by 60 feet wide. The laboratory buildings are symmetrically arranged, one on each side of the administration building. Tentative plans for the new administration building have already been prepared, and they provide for connecting corridors to each of the laboratories. The building will be three stories in height, with a basement and sub-basement.

The interior of the building will be elegantly finished throughout, but the more elaborate decorations will be confined to the main building, where all the executive offices will be located. The laboratories will be plainly finished, being designed for utility rather than show.

The new home of the Department of Agriculture is located to conform with the plans of the Park Commission for the improvement of the Mall. The foundations of the buildings were first laid to the east of the present site, but after consideration by the President, the Secretary of Agriculture and members of the Park Commission, it was decided to make the change to conform exactly with the Commission's plans.

When the present wings are completed, the department will be relieved of the necessity of housing a number of its branches in rented quarters. Until the administration portion of the new building is erected, the department will have its executive offices in the old Agricultural Building.

It is thought that the wings will be complete and ready for occupancy November, 1907. The work at that time will have been going on a little more than two years, having been started in the spring of 1905.

THE FIRST CONFEDERATE MONUMENT.

BY ELIHU S. RILEY.

SHOULD one, ignoring the commercial reasons, seek in the realm of sentiment the reason for building the great Baltimore & Ohio Railroad, he would be forced to conclude that the projectors intended that the iron trail that marks its pathway designed to commemorate illustrious, historic incidents in American history. Its beginning marks the spot where American valor overcame the strength of a gallant invader, and where the American muse gave birth to the national hymn; its winding path, stretching westward, leads over Patapsco, hard by the spot where General Washington crossed the river on his way to Yorktown with up-lifted arm to strike the clinching blow for American freedom; its swift path passes the spot where the first steamboat invented plied the Potomac and made Sir John's Run memorable in mechanics and American invention; at Cumberland the spirit of old Fort Cumberland, where Washington learned the art of modern warfare, looks down on the picturesque Baltimore & Ohio, as, dividing asunder, one trail goes north and the other east, and as it deflects northward, rims the spot where, in Braddock's unfortunate disaster, the Provincials found that the British regulars were not the superiors, if even their equals, in battle, and nerved their arms and strengthened their hearts to meet them twenty years afterwards as foes in the battles of the Revolution. Modern history has been generous to the Baltimore & Ohio. It passes the site of John Brown's raid, the battle of the Monocacy, and its steel rails tingle with the sight and recital of many a battle and skirmish when the blue Potomac was the dead line between the contending armies of the Civil War.

It is then not inharmonious with its historic surroundings that the first monument erected to Confederate valor and the "Lost Cause" should arise along the line of the Baltimore & Ohio. True, it is not on its main stem, nor upon its metropolitan branch, yet on its offspring—"The Green Spring & Romney Railroad." This is the claim the people of Romney make. Nor could a shrine to departed valor be raised in a more appropriate place. This mute, but eloquent obelisk, rises amidst

the ashes of those who knew the gallant men whose valor this cenotaph commemorates, when their spirits incarnate trod the pleasant vales and majestic hills that environ God's acre at Romney, where it overlooks the meandering South Branch of the Potomac—so often the line of safety to daring Confederate bravery, and the wall of defense against Union gallantry in pursuit, when Mosby and his men or McNeill's band had made sudden and successful dash into "the enemy's country."

Picturesque are winding vale and river; sublime the lengthening ranges of the everlasting hills; majestic the towering peaks; splendid the environments

"Where glory guards with solemn round,
The bivouac of the dead."

This monument was erected in 1867, and is an obelisk of white marble, and, from base to apex, is about fifteen feet. The cenotaph is in two sections, the upper one being surmounted with an urn partially covered with drapery. The inscription upon the obelisk is:

"THE DAUGHTERS OF OLD HAMPSHIRE ERECT THIS TRIBUTE OF APPRECIATION TO HER HEROIC SONS WHO FELL IN DEFENCE OF SOUTHERN RIGHTS."

Beneath this inscription are the figures "1867."

The pictorial device upon the monument is an angel, holding a wreath above the brow of a dying soldier, who clasps his sword in his unwavering hand.

The monument contains the names of four captains, seven lieutenants, three sergeants, a chaplain and one hundred and nineteen privates, of Hampshire County, who died for "the Lost Cause." Amongst "the names graven on the stone" are those of Carroll, Davis, Harrison, Pugh, McCauley, Reese, Taylor and Washington—emphatic cognomens of families historic in American annals.

Romney has seen in its midst great leaders in their times—Washington in the French and Indian War had quarters in the town, and only lately the old log house that he occupied was torn down. "Stone-wall Jackson" passed through Romney,

and an old soldier of the great chieftain says, when this capable leader looked at the vacant Federal fortifications on the hills about Romney, he exclaimed: "Umph! it would have been fun for my boys to have taken those!"

The piping days of peace have come now to the South Branch Valley. While the memories of gallant deeds remain and the manes of departed valor still marshal in spirit phalanx amongst the hills and march again in silent step amongst the defiles and gorges of the mountains, those that came after them and are still "in the body pent" are actively engaged in running the ploughshare where the sword once reaped, and whirling the sickle where the spear once slayed. The grand hillsides and summits about and above Romney and along the South Branch and all through Hampshire are already rich with the orchards of full fruited peach trees, while yet unnumbered acres are being planted with young trees that will soon be in bearing and bringing the best market prices, for this section grows the best. The encomium that one farmer of Hampshire received from his agent in Washington was that "his peaches were the best that had come to that city." Five thousand acres, in one company's hands, in sight of Romney, are now being planted with peach trees.

At the season when the peach is ready

for marketing, Romney is filled with buyers and their agents.

At that period every stranger is supposed to be connected with the trade. As the writer stopped along the road for information about the country, the return interrogatory was:—"Are you a peach man?"

Romney is most beautifully laid out. Its streets are wide and the main one is a perfect level. There are not a few handsome private dwellings. There is yet, however, the delightful atmosphere of a past in the town's history still lingering about its well-planned streets. The two hotels in the little burg remind of the ancient days when the stage-coach was the only means of ingress and exit from the city. The fare there is ample and the rooms equal to the modest price asked for board and lodgings at the modest one at which the writer stopped over night.

Nor are the more distant environments of Romney without natural beauty and physical curiosities.

On the road to Romney the "Hanging Rock" rises majestically above the railroad track, and four miles from Green Spring, where the main road of the Baltimore & Ohio joins the Romney Branch, on the banks of the South Branch, a towering sycamore lifts its head, into whose hollow trunk a mounted horseman may ride, turn around without alighting, and then ride out.



BALTIMORE & OHIO RAILROAD TERMINALS AT WASHINGTON, D. C.

IN the reconstruction of all railway terminals at Washington those of the Baltimore & Ohio have been most advantageously arranged both in regard to freight and passenger service.

The new Union Station, which is located not more than two blocks from the present passenger station at New Jersey Avenue and C Street, is nearing completion and will be the most elaborate structure of its kind in the world. It is not improbable that passenger trains may use it in 1907,

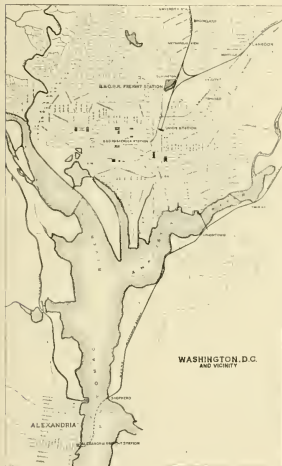
being forty feet wide, affording ample room for teams.

At one end of the yard is located a "Gantry" electric traveling crane, with a lifting capacity of twenty-five tons at the rate of eighteen feet per minute, and an auxiliary lift of five tons at the rate of thirty feet per minute. The movement of this crane over the run-way is so arranged that ten cars can be handled without shifting.

The approaches to the terminal, from all parts of the city, are either macadamized or concreted, making the haul to or from the station easy in all kinds of weather.

The warehouses are up-to-date in every particular, affording the very best freight facilities for forwarding and delivering merchandise of all classes. The out-bound shipments are handled in one warehouse, 360 feet long and fifty-four feet wide, while the other warehouse, which has a length of 600 feet and breadth of fifty-four feet, is devoted entirely to in-bound shipments. Both of these houses are equipped with patent continuous doors their entire length, furnishing abundance of room for teams to load and unload. There are five tracks entering the in-bound house, with a capacity of fifteen cars each, and two tracks entering the out-bound house, with a capacity of eight cars each.

Located at the corner of First and K Streets, N. E., four blocks south of the new freight terminals, and connected by private sidings with the Baltimore & Ohio Railroad, are the warehouses of the Terminal Storage Company. These warehouses are of modern design and far exceed in size any similar warehouses in Washington, having a floor area of nearly 50,000 square feet on each floor. On property, in any quantity, intended for storage, shipped in care of the Terminal Storage Company warehouses, Washington freight rates apply and the warehouses take direct from the cars into store and make warehouse delivery, or re-ship the whole, or any quantity of a consignment, at a moderate cost to the owner. When such shipments are re-shipped via the Baltimore & Ohio Railroad, no cartage is necessary; when via other lines, the actual cost of cartage will be charged. The Terminal Storage Company is a member of "The American Warehousemen's Association."



although it will not be entirely finished in that year. The reconstruction of all railway approaches to the city, through the property of the Baltimore & Ohio, actuated the building of the new freight terminals at the intersection of New York and Florida Avenues, affording facilities equal to any freight terminal in the country. There are fourteen team tracks in the yard, with a total capacity of 410 cars. The entire yard is paved with Belgian block, the roadways between the tracks

HUMOR AND THE HUMORIST.

"CANZONI"

Gathered together in one little volume entitled "Canzoni" are the short dialect sketches in Italian and Irish and many of those children's poems which perhaps you have clipped from the newspapers at some time or other and carry in your pocket-book.

"T. A. Daly, in Catholic Standard and Times," has appeared in every paper in the land whose editor could afford a pair of scissors and a paste pot; and when it becomes generally known these poems are collected in one cover, many editors will be relieved of hunting up back numbers to supply their many requests.

Mr. Daly has no competitor in the Italian field of humor; his interpretation of the simple-minded Dago is effervescent.

"Mia Carlotta," "Da Leetla Boy," "A Lesson in Politics"—well, in fact all of them have gone the rounds. In every one of them a responsive chord is struck. Love, tragedy, politics and sentiment are beautifully hidden in the musical tongue of the dark-skinned son of sunny Italy.

On the other hand, Daly is Irish; so Irish, in fact, that his Celtic sketches are brim-full of natural wit; he uses the brogue faultlessly. Read his "Cornaylius Ha-Ha-Ha-Hannigan," "Father Dan O'Malley," "Father O'Shea," and "Father McCrea," for instance, and you will read all the others.

Dropping the dialect, that little poem, "The Little Boy Jack was a Jack of Hearts," unconsciously shows up Daly in his home life. "The Spoiled Child" and "Those Dirty Little Fingers" find their way quickly into the hearts of parents. Then some more in the strain of the "Ballad of Those Present," handles the children of older growth whose toys are business and society.

We do not know what the book costs, but venture to say that any one of these poems mentioned above are worth more than the cost of the little volume. These pages have printed many of Mr. Daly's sketches in the past three years and it has often been asked: "What's Daly going to have next time?"

A BALLAD OF BILL JACKSON'S MOTOR CAR.

GEORGE FITCH, IN "JUDGE."

Bill Jackson had an auto that was gentle, swift and kind;
A sweeter piece of racing goods 'twould be a task to find.
A little child could drive it. It was loved by one and all,
Until one day Bill fed the thing denatured alcohol.

Now, something in that alcohol was out of hack, I guess,
For when Bill grasped the steering-wheel, with lover-like caress,
And gently pulled the low speed on, that auto gave a snort
And fell to making circles like a fizz-infested sport.

The crowd looked on in wild amaze and loudly hollered "Whoa!"
As down the street like forty cats the car began to go;
And when Bill turned the squawker on, all nervous like and quick,
Instead of sounding "Honk, honk, honk" the thing went "Hic, hic, hic."

The auto went plumb crazy. It was dancing Scottish reels
And waltzing gayly down the street upon its two hind wheels.
And when good Deacon Potter accidentally smelled its breath
He went home drunk with whoops of joy and beat his wife to death.

The auto threw its muffler off and terrorized the town.
It leaned on forty lamp-posts till each one of them fell down,
Until at last, with awful leap, it landed in a swoon,
Its front wheels through the window of the "Scalded Cat" saloon.

Bill sadly shut the power off and hauled the wreck away.
He got it cobbled up at last, but ever since that day
He's stuck to common gasoline. With cuss-words that appall
He 'lows he's had enough of that d--natured alcohol.



Stub Ends of Thought

By ARTHUR G. LEWIS.



WIT is often degenerated into cruelty, unless gloved with merciful consideration for the feelings of those it affects.

ONE of the most merciful of God's laws is that tenderness which draws the curtain to-day over the uncertainty of to-morrow.

IT is often necessary to restrain our impulse in order to successfully exercise our purpose.

I HAVE just seen a mother worship at the shrine of child-life, and God seemed very near at the time.

THE first and most important part of all knowledge is our respect and confidence in the source from which it was obtained.

OUT of the heart of woman comes a prayer of thanksgiving for every kiss that love and appreciation tenders to her worth.

IF every man would endeavor to keep just one life out of the shadows, there would be no misery in the world.

GENTLE consideration for those less fortunate than ourselves is one of the few positive indications of good breeding.

HERE'S to the dear little home-maker of domestic life, who stands on the threshold lifting her sweet face for the kiss of hope, love and encouragement.

THERE is no permanent happiness beyond the line that separates our resources from our expenses.

SELF reliance is not conceit, we must hold ourselves above the hoofs of the common herd.

THE real permanent beauty of home life is best reflected in the faces of those around the firesides of contentment.

IT is pathetically absurd to note the extremes that some people will go to in order to establish erroneous impressions about themselves.

RISE above others if you would be hated, and sink beneath them would you be despised.

IT is not those who do not understand that we should censure, but those who do, and yet refuse to avail themselves of possessed intelligence.

LOVE is as essential to some lives as the dew of heaven is necessary to the flowers of the morning.

THE WOMAN WE LOVE.

BY ARTHUR G. LEWIS.

Before the most beautiful works of men,
The queens of music and gods of flowers,
Sacred as paths where angels have trod,
And pure as the breath of child-life hours:
We kneel uncovered beside the shrine,
Awed as if touched by the saints above,
Before the beautiful God-kissed eyes
And the soul of the woman we love.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON,
BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE NOVEMBER 25, 1906.											
EASTWARD											
	No. 504 DAILY	No. 526 EXCEPT SUNDAY 5 HOUR	No. 525 EXCEPT SUNDAY	No. 528 EXCEPT SUNDAY	No. 502 DAILY	No. 524 ROYAL LIMITED ⁺ DAILY 5 HOUR	No. 508 DAILY	No. 516 DAILY	No. 546 DAILY	No. 512 DAILY	
	AM	AM	AM	AM	PM	PM	PM	PM	PM	AM	
L.V. WASHINGTON	7.00	9.00	8.00	11.00	1.00	3.00	6.00	8.00	11.30	2.57	
L.V. BALTIMORE, CAMDEN STATION	7.55	9.50	8.52	11.50	1.55	3.48	6.00	9.00	12.39	3.51	
L.V. BALTIMORE, MT. ROYAL STATION	8.00	9.54	8.57	11.54	1.59	3.52	6.05	9.05	12.44	3.56	
Ar. PHILADELPHIA	10.15	11.52	12.11	2.02	4.05	6.50	8.19	11.45	3.05	8.00	
Ar. NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.15	6.30	9.00	10.40	3.20	6.40	8.32	
Ar. NEW YORK, 230 STREET	12.45	2.10	2.40	4.25	6.45	9.10	10.50	6.33	6.33	8.43	
	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM	

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO
PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE NOVEMBER 25, 1906.											
WESTWARD											
	No. 555 DAILY	No. 517 EXCEPT SUNDAY	No. 505 DAILY	No. 501 DAILY	No. 507 DAILY	No. 527 DAILY 5 HOUR	No. 509 ROYAL LIMITED ⁺ DAILY 5 HOUR	No. 503 DAILY	No. 511 DAILY		
	PM	AM	AM	AM	AM	PM	PM	PM	PM		
L.V. NEW YORK, 230 STREET	11.50		7.50	9.50	11.50	1.50	3.50	6.50	8.50		
L.V. NEW YORK, LIBERTY STREET	1.30		8.00	10.00	12.00	2.00	4.00	6.00	7.00		
L.V. PHILADELPHIA	4.15	8.30	10.17	12.30	2.17	4.15	6.12	8.35	9.21		
Ar. BALTIMORE, MT. ROYAL STATION	6.45	10.51	12.13	2.43	4.15	6.09	8.09	10.55	11.23		
Ar. BALTIMORE, CAMDEN STATION	8.50	10.55	12.17	2.47	4.20	6.13	8.13	11.00	11.27		
Ar. WASHINGTON	7.60	11.45	1.12	3.50	5.20	7.00	9.00	12.10	12.22		
	AM	AM	PM	PM	PM	PM	PM	AM	PM		

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST
AND SOUTHWEST.

WESTWARD											
	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 15 EXPRESS DAILY			
L.V. NEW YORK, 230 STREET	9.50 AM	11.50 AM	N 3.50 PM	5.50 PM	7.50 AM	11.50 PM	8.50 PM				
L.V. NEW YORK, LIBERTY STREET	10.00 AM	12.00 NN	N 4.00 PM	6.00 PM	8.00 AM	1.30 AM	7.00 PM				
L.V. PHILADELPHIA	12.30 PM	2.17 PM	6.12 PM	8.35 PM	10.17 AM	4.15 AM	9.21 PM				
L.V. BALTIMORE, MT. ROYAL STATION	2.43 PM	4.18 PM	8.09 PM	10.55 PM	12.13 PM	5.45 AM	11.23 PM				
L.V. BALTIMORE, CAMDEN STATION	3.00 PM	4.33 PM	8.09 PM	11.10 PM	12.22 PM	7.00 AM	11.32 PM				
L.V. WASHINGTON	4.05 PM	6.30 PM	9.10 PM	12.40 AM	1.22 PM	8.00 AM	12.30 AM				
Ar. DEER PARK HOTEL					† 7.13 PM						
Ar. PITTSBURG			6.45 AM		9.42 PM		8.50 AM	L.V. 5.40 PM			
Ar. CLEVELAND			12.00 NN					10.00 PM			
Ar. WHEELING (EASTERN TIME)		5.35 AM				7.40 PM		L.V. 8.00 PM			
Ar. COLUMBUS (CENTRAL TIME)		8.45 AM						9.50 AM			
Ar. CHICAGO		5.15 PM			9.45 AM			7.45 AM			
Ar. CINCINNATI	8.05 AM			5.35 PM		11.50 PM					
Ar. INDIANAPOLIS	10.55 AM			11.50 PM							
Ar. LOUISVILLE	11.50 AM			9.30 PM		† 7.10 AM					
Ar. ST. LOUIS	6.27 PM			7.28 AM		† 8.45 AM					
Ar. OHATTANOOGA	6.15 PM			6.30 AM							
Ar. MEMPHIS				8.15 AM							
Ar. NEW ORLEANS	8.45 AM			8.10 PM							

+ Except Sunday.

Through Pullman Sleepers to all points. N—Connection east of Philadelphia is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EASTWARD											
	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM. DAILY	No. 14 EXPRESS DAILY				
L.V. CHICAGO			5.30 PM	10.40 AM			8.30 PM				
L.V. COLUMBUS				7.00 PM							
L.V. WHEELING (EASTERN TIME)		6.00 PM		12.25 AM							
L.V. CLEVELAND			11.30 PM		3.00 PM						
L.V. PITTSBURG			8.00 AM		9.30 PM		1.15 PM				
L.V. ST. LOUIS	* 9.00 AM	1.45 AM				* 6.30 PM	9.29 PM				
L.V. LOUISVILLE	* 2.10 PM	8.10 AM					2.50 AM				
L.V. INDIANAPOLIS	* 2.55 PM	† 7.30 AM					4.45 AM				
L.V. CINCINNATI	* 6.35 PM	12.10 PM					8.00 AM				
L.V. NEW ORLEANS		9.10 AM					8.15 PM				
L.V. MEMPHIS		8.40 PM					1.00 PM				
L.V. OHATTANOOGA		10.30 PM									
Ar. DEER PARK HOTEL			† 10.15 AM								
Ar. WASHINGTON	12.40 PM	6.30 AM	4.42 PM	12.30 PM	6.41 AM	2.42 AM	10.25 PM				
Ar. BALTIMORE, CAMDEN STATION	1.47 PM	7.50 AM	6.50 PM	1.47 PM	7.50 AM	3.47 AM	11.30 PM				
Ar. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	6.05 PM	1.59 PM	8.00 AM	3.55 AM	12.44 AM				
Ar. PHILADELPHIA	4.05 PM	10.15 AM	8.19 PM	4.05 PM	10.15 AM	6.00 AM	3.05 AM				
Ar. NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 AM	6.30 PM	12.35 PM	8.32 AM	6.40 AM				
Ar. NEW YORK, 230 STREET	6.45 PM	12.46 PM	10.50 PM	6.45 PM	12.45 PM	8.43 AM	6.53 AM				

Through Pullman Sleepers from all points. * Daily. † Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR"

BETWEEN WASHINGTON AND BALTIMORE.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

**ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.**

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

No. 513. Drawing Room Buffet Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia. Dining Car, a la carte, Philadelphia to New York.

No. 504. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. Five Hour Train. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Philadelphia to New York.

No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.

No. 528. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Dining Car, table d'hôte, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506. Drawing Room Parlor Car Washington to New York. Dining Car a la carte, Baltimore to Philadelphia.

No. 514. Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 555. Separate Pullman Drawing Room Sleeping Cars to Baltimore, Washington and St. Louis. Dining Car, a la carte, Baltimore to Washington.

No. 517. Drawing Room Parlor Car Philadelphia to Washington.

No. 505. Drawing Room Sleeping Car New York to Chicago. Dining Car, a la carte, New York to Philadelphia.

No. 501. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.

No. 507. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.

No. 527. Five Hour Train. Drawing Room Buffet Parlor Car New York to Washington.

No. 509. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hôte, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.

No. 511. Drawing Room Parlor Car New York to Philadelphia. Drawing Room Buffet Sleeping Car New York to Washington.

**Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.**

WESTWARD.

No. 1. Cincinnati-St. Louis Limited. Drawing Room Sleeping Car New York to St. Louis. Drawing Room Sleeping Car New York to Cincinnati. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

No. 7. Chicago Express. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellefleur. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Pittsburg Night Express. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. St. Louis Express. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.

No. 11. "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Conneville to Pittsburg.

No. 5. "Chicago Limited." Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Washington to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve all meals.

No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Buffet Drawing Room Sleeping Car Wheeling to Chicago. Buffet Drawing Room Sleeping Car Cleveland to Chicago. Parlor Car Cumberland to Pittsburg.

No. "555-55-5." The Daylight Train. Buffet Drawing Room Sleeping Car New York to St. Louis. Parlor Car Washington to Wheeling. Breakfast on Dining Car. Dinner at Cumberland. Dining Cars Parkersburg to Cincinnati and Flora to St. Louis.

EASTWARD.

No. 2. St. Louis-New York Limited. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Louisville to Washington. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.

No. 4. Cincinnati-New York Limited. Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 6. Chicago-New York Limited. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. Chicago-New York Express. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals except breakfast at Cumberland.

No. 10. Night Express. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.

No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Conneville and Philadelphia to New York. Dining Car Cincinnati to Parkersburg.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Buffet Drawing Room Sleeping Car Chicago to Cleveland. Parlor Car Pittsburg to Cumberland.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Wheeling. Parlor Car Wheeling to Baltimore

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines may be had at the Offices of the Company, as follows:

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DENVER, COLO., S. M. SHATTUC, Traveling Passenger Agent, B. & O. S.-W., 377 Century Building.
HARPER'S FERRY, W. VA., G. R. MARQUETTE, Ticket Agent.
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ZANESVILLE, OHIO, JAR. H. LEE, Ticket Agent.
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C. W. BASSETT, General Passenger Agent.

Baltimore & Ohio Lines East, Baltimore, Md.

B. N. AUSTIN, General Passenger Agent.

Baltimore & Ohio Lines West, Chicago, Ill.

D. B. MARTIN, Manager Passenger Traffic,

Baltimore & Ohio R. R., Baltimore, Md.

GENERAL OFFICES: MARYLAND TRUST BUILDING.

New York City

Below 46th Street

B. & O.
23d Street
Heart of the City

Steamship Piers

B. & O.
Liberty Street
Financial District

Jersey City



X
Through
Street Cars
between
23d St.
and
Grand
Central
Station
7 a.m. to 7 p.m.
weekdays

Black Line
Subway

Dotted Line
Elevated

Surface Line

Local
Station

Express
Station

Brooklyn
Bridge

Ferries
to
Brooklyn

LOWER HARBOR

Royal Blue Line

PERSONALLY CONDUCTED TOURS

ALL EXPENSES INCLUDED, FROM

BOSTON AND NEW YORK

TO

WASHINGTON

1907

LEAVING BOSTON

January 11 and 25	February 9 and 22
March 8 and 22	April 5 and 19
May 3	

Leaving New York following day

\$25

Boston

\$18

New York

COVERS EVERY EXPENSE; EACH TOUR OCCUPYING ONE WEEK. TICKETS PERMIT OF LONGER STAY IN WASHINGTON, AND ALLOW STOP-OVER IN NEW YORK RETURNING

Royal Blue Line

POPULAR.... THREE-DAY TOURS

FROM

**NEW YORK and PHILADELPHIA
CHESTER and WILMINGTON**

AND INTERMEDIATE POINTS TO

WASHINGTON

PERSONALLY CONDUCTED
ALL EXPENSES INCLUDED

**\$12 From NEW YORK
\$ 9 From PHILADELPHIA
\$ 9 From WILMINGTON
\$ 9 From CHESTER**

December 27, 1906	January 10 and 24, 1907
February 11, 1907	March 7 and 25, 1907
April 11 and 25, 1907	May 9, 1907

COVERS EVERY EXPENSE, INCLUDING TRANSPORTATION FOR THE ROUND TRIP, MEALS EN ROUTE, TRANSFERS AND TWO DAYS' BOARD AT FIRST-CLASS HOTELS IN WASHINGTON. TICKETS ARE GOOD FOR RETURN ON ANY TRAIN WITHIN TEN DAYS FROM DATE, AND PERMIT STOP-OVERS AT BALTIMORE AND PHILADELPHIA

Old Point Comfort

Special Tours

FROM

BOSTON

February = 16 March = 2
March = 16

FROM

**NEW YORK AND
PHILADELPHIA**

February = 7 March = 3
March = 7

DETAILS MAY BE HAD OF ROYAL BLUE
LINE TOUR AGENTS NAMED HEREIN

GETTYSBURG

AND

WASHINGTON

Special Tours

FROM

Boston \$32
May 17. October 18

New York \$22
May 18. October 19

Philadelphia \$19
May 18. October 19

PERSONALLY CONDUCTED
ALL EXPENSES INCLUDED

DETAILS MAY BE HAD OF ROYAL BLUE
LINE TOUR AGENTS NAMED HEREIN

Baltimore & Ohio



The Jamestown Exposition

COMMEMORATING THE

Three Hundredth Anniversary

OF FIRST SETTLEMENT OF

English-Speaking People in America

WILL BE HELD AT

NORFOLK, VIRGINIA, May 1 to November 1, 1907

PRESENTING IN CONNECTION THEREWITH AN

INTERNATIONAL NAVAL, MARINE
AND MILITARY CELEBRATION



Baltimore & Ohio

The "Royal Limited," finest daylight train in America, runs daily between New York, Philadelphia, Baltimore and Washington. All Pullman. Cafe-Smoking Car, Drawing-Room Parlor Cars, Observation Car, Dining Car. Leaves New York 4.00 p. m. Leaves Washington 3.00 p.m. Five hours each direction. No extra fare other than regular Pullman charge.



Baltimore



Ohio

R.R.

EAST AND WEST



CALENDAR - 1906

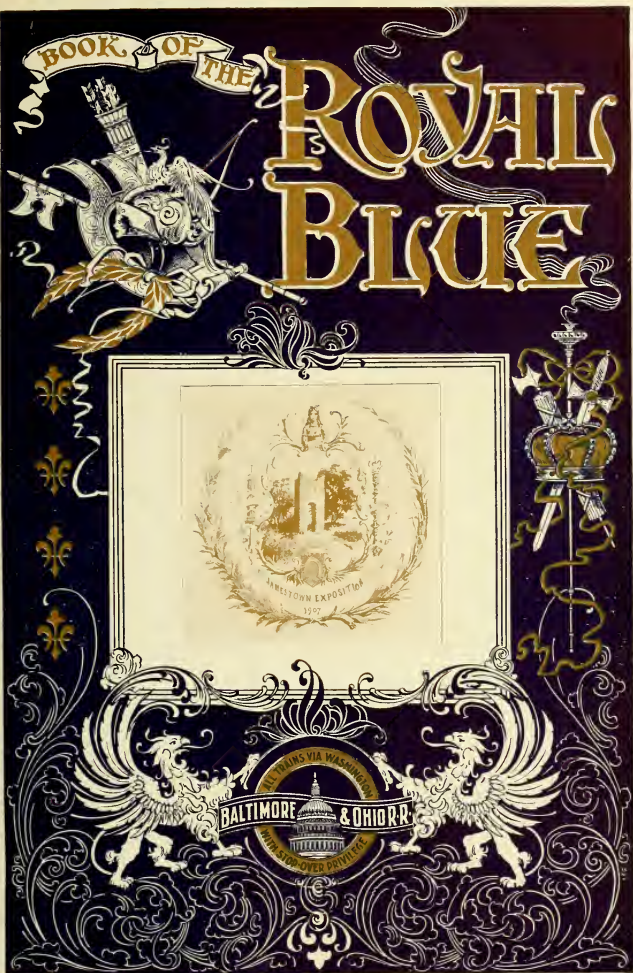


JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
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MAY							JUNE							JULY							AUGUST						
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29	30	31	29	30	31	29	30	31	29	30	31
SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
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15	16	17	18	19	20	21	15	16	17	18	19	20	21	15	16	17	18	19	20	21	15	16	17	18	19	20	21
22	23	24	25	26	27	28	22	23	24	25	26	27	28	22	23	24	25	26	27	28	22	23	24	25	26	27	28
29	30	31	29	30	31	29	30	31	29	30	31

ROYAL BLUE TRAINS

D.B. MARTIN.
MANAGER PASSENGER TRAFFIC.
BALTIMORE, MD.

B.N. AUSTIN.
GEN'L. PASS. AGENT, CHICAGO.
C.W. BASSETT.
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JAMESTOWN EXPOSITION, 1907

CONGRESS IN SESSION



Baltimore & Ohio

All through trains
run via

WASHINGTON

From

ST. LOUIS
CHICAGO
LOUISVILLE
CINCINNATI
COLUMBUS
CLEVELAND
WHEELING
BALTIMORE
PHILADELPHIA
NEW YORK

Express Trains *"Every Hour on the Hour"*

between Baltimore and Washington
both ways: 7 a.m. to 8 p.m. week days

ROYAL BLUE TRAINS

"Every Odd Hour"

Washington to New York

"Every Even Hour"

New York to Washington

BOOK OF THE ROYAL BLUE.

JANUARY, 1907.

CONTENTS.

	Page
Eastward, the Summer Tourists will Take their Way	1
The Jamestown Exposition, 1907.....	3
Preparations for the Jamestown Exposition—By Frank Eberle.....	15
The Historic Old Town of Williamsburg, Va	18
Jamestown Exposition in Brief.....	21
Stub Ends of Thought... } Youth..... }	By Arthur G. Lewis... 23

ILLUSTRATIONS.

SPECIAL JAMESTOWN EXPOSITION NUMBER.

Bird's-eye View of Hampton Roads.....	Frontispiece
Machinery and Transportation Building.....	3
States' Exhibit Palace.....	4
Mines and Metallurgy Building	5
Powhatan Hospital	6
Virginia Building.....	7
The Massachusetts Building	8
Winding Trail.....	9
Scene on Exposition Grounds.....	10
Iron Shops.....	11
Map showing Battlefields of Civil War	12-13
Floral Fence Surrounding Exposition	14
Pine Grove, Jamestown Exposition.....	16
Old Church Tower, Jamestown.....	19
Historic Old Powhatan Oak	20

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PRICE 5 CENTS.

50 CENTS PER YEAR.

BALTIMORE & OHIO R. R.

"555 - 55 - 5"

THE "DAYLIGHT SPECIAL" TO

Pittsburg, Cincinnati and St. Louis

The New Solid Vestibuled Train of Splendid Day Coaches, Pullman Drawing Room
Sleeping Cars to St. Louis, Buffet Parlor Car to Pittsburg, and Dining Cars

No. 555 Leave NEW YORK, 23d Street, . . . 11.50 p. m.
Leave NEW YORK, Liberty Street, . . . 1.30 Night
Sleeping Cars ready for occupancy at Jersey City at 10.00 p. m.

Leave PHILADELPHIA, 4.15 a. m.

Arrive BALTIMORE, 6.50 a. m.

New York-Baltimore Sleeper taken from train at Camden Station
and Buffet Parlor Car to Pittsburg attached.

Leave BALTIMORE, 7.00 a. m. **SUNRISE**

A la carte Breakfast on Dining Car.

Arrive WASHINGTON, 7.50 a. m.

New York-Washington Sleeper taken from train.

No. 55 Leave WASHINGTON, 8.00 a. m.

Arrive CUMBERLAND, 12.03 Noon.

Lunch at Queen City Hotel.
Parlor Car attached for Wheeling.

Leave CUMBERLAND, 12.20 p. m.

Arrive PITTSBURG, 5.05 p. m.

Direct connection with Train No. 15 for Cleveland,
arriving 10.00 p. m. and Chicago, arriving 7.45 a. m.

Leave CUMBERLAND, 12.23 Noon.

Arrive WHEELING, 7.40 p. m. **SUNSET**

Arrive PARKERSBURG, E. T., . . . 7.20 p. m.

No. 5 Leave PARKERSBURG, C. T., . . . 6.25 p. m.

A la carte Dinner on Dining Car.

Arrive CINCINNATI, 11.50 p. m.

Before midnight, in time for electric cars to all parts
of the city and suburbs.

Leave CINCINNATI, 12.15 Midnight.

Arrive LOUISVILLE, 7.10 a. m.

Arrive ST. LOUIS, 8.45 a. m.

Breakfast in Dining Car. Makes all connections West and Southwest.

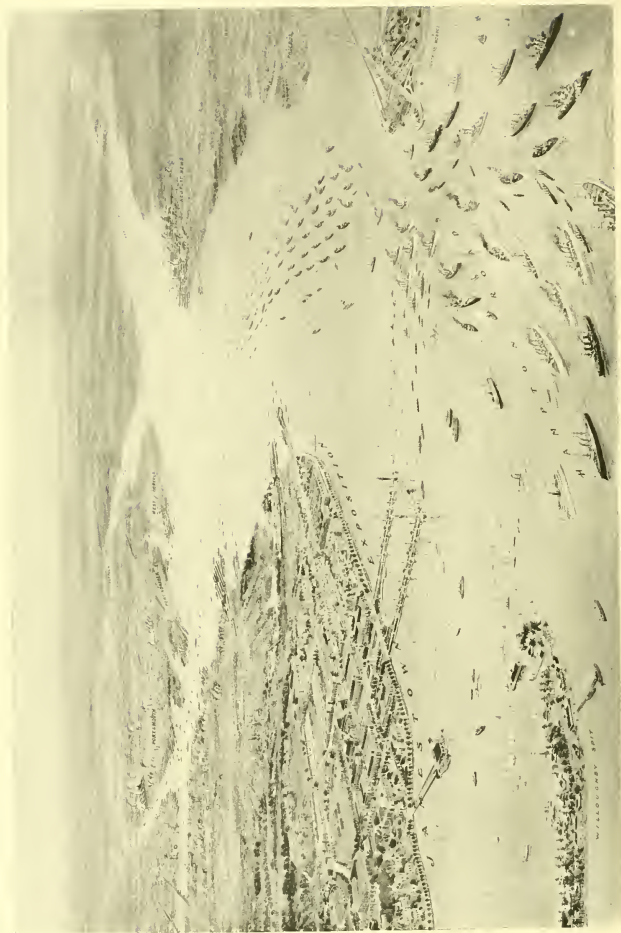


505-5

"New York-Chicago Limited"

No. 505	Leave NEW YORK, 23d Street	-	-	7.50 a. m.
	Leave NEW YORK, Liberty Street	-	-	8.00 a. m.
	Breakfast on Dining Car.			
	Leave PHILADELPHIA	-	-	10.17 a. m.
	Arrive BALTIMORE	-	-	12.17 noon
	Leave BALTIMORE	-	-	12.22 p. m.
	Arrive WASHINGTON	-	-	1.12 p. m.
No. 5	Leave WASHINGTON	-	-	1.22 p. m.
	A la carte Luncheon on Dining Car.			
	Arrive CUMBERLAND	-	-	5.12 p. m.
	A la carte Dinner on Dining Car.			
	Arrive CONNELLSVILLE	-	-	8.02 p. m.
	Arrive PITTSBURG	-	-	9.42 p. m.
	Leave PITTSBURG	-	-	10.00 p. m.
	Arrive AKRON	-	-	12.54 a. m.
	Leave CLEVELAND	-	-	11.30 p. m.
	Arrive CHICAGO	-	-	9.45 a. m.

Solid Vestibuled Train with splendid Day Coaches New York to Chicago. Pullman Drawing Room Sleeping Car New York to Chicago. Pullman Observation Parlor Car Washington to Pittsburg. Pullman Drawing Room Sleeping Car Pittsburg to Chicago. A la carte breakfast in Dining Car to Philadelphia. A la carte luncheon and dinner in Dining Car Washington to Pittsburg. A la carte breakfast in Dining Car Garrett to Chicago.



BIRD'S-EYE VIEW OF JAMESTOWN EXPOSITION, NORFOLK, OLD POINT COMFORT AND VICINITY.

BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY

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WILLIAM ELLIOTT LOWES, EDITOR.

VOL. X.

BALTIMORE, JANUARY, 1907.

No. 4.

EASTWARD, THE SUMMER TOURISTS WILL TAKE THEIR WAY.

THE eastward trend of summer tourists and vacationists has steadily grown from year to year. The attractions of the Atlantic seashore, from the Maine coast to Hampton Roads, has taxed each of the many resorts to their utmost capacity without any unusual special attraction at any one of the places to particularly entice the great travel eastward.

During the coming spring and summer there promises to be even greater travel eastward on account of the Jamestown Exposition on Hampton Roads, near Norfolk, Va. The nature of this celebration and Exposition is such as to interest everyone. There have been expositions and expositions, but never before has one in this country been held on the ocean front, and what is more, at a popular seashore resort.

This Exposition, making an important historical event the basis for the celebration, a certain amount of patriotism is sure to be excited over the 300th anniversary of the arrival of English-speaking people in this country. Three hundred years is not a very long life for a nation having the power of the United States, and every native born citizen feels a little pride over the realization of this fact. With this self-pride there will be a natural awakening to other historical facts, with a tendency for everybody to interest themselves more or less in American history covering the middle eastern section of the United States.

With the mention of Hampton Roads is immediately associated the famous battle between the "Merrimac" and "Monitor;" this fact starts a line of thinking on the conflict of the Civil War. Going back fur-

ther than that; at the mention of Jamestown one's historical mind is yoked up with Yorktown and the famous battle in which Lord Cornwallis surrendered, breaking the apron strings by which the colonists were tied to Mother England, and making the United States of America possible. Going still further back, the stories of Pocohontas and John Smith, and the early distress of the Virginia colonists come before the kaleidoscope of memory.

With the mind in this receptive mood for history, a desire to feel one's self a part of it becomes pregnant, and it is expected this will create an unusual desire to visit the Jamestown Exposition which affords so many unusual opportunities.

Going to Norfolk the tourist must pass through a great portion of what is known as the Battlefield Region of America; and the historic features of the great railway line which played such an important factor during the four years of the Civil War, becomes a matter of general interest. As a matter of history the Baltimore & Ohio Railroad, the first practical attempt at railroading in America, had its beginning in Baltimore at the head of Chesapeake Bay in 1828. Immediately prior to that time the only highway over the Allegheny Mountains was the old National Road, built from Baltimore through Frederick, Hagerstown and Cumberland to Wheeling, Columbus and Indianapolis; this highway, which was intended to be finished from Terre Haute to St. Louis, never reached completion before the project was entered into to build a line of steel rails and use cars thereon instead of the stage coach. The railroad naturally followed the line of the High Road and the Potomac River. In other words,

the railroad followed the pike and the pike followed the old Indian Trail, known as the Nemaquin Path, which was famous in the French and Indian War. The completion of the railroad to the Ohio River was finished but a few years before the Civil War, consequently the railroad became a great highway and center of conflict during the strife. Every foot of it from the Ohio River to Baltimore is historical ground, and it is only natural that those who will go to the Jamestown Exposition would select that road to familiarize themselves with the historical facts with which it is connected.

Its main arteries from the west lead from St. Louis, Louisville, Cincinnati; from Columbus and Wheeling; and from Chicago, Cleveland and Pittsburg through Cumberland and Harper's Ferry to Washington. From New York the Royal Blue Line Division runs through Philadelphia and Baltimore to Washington. In fact, all through trains, of which there are many magnificent ones, pass through Washington on their journey east and west.

Harper's Ferry, of John Brown fame, through which all trains must pass, is at the head of the Shenandoah Valley. In close proximity to Harper's Ferry are numerous battlefields. A total of 179 encounters between the Federal and Confederate troops, which are distinguished by the names of battles, were fought on or adjacent to the Baltimore & Ohio Rail-

road; this number does not take into consideration the innumerable skirmishes which were countless. Antietam Field lies north of Harper's Ferry on one of the branches, while Gettysburg is a few miles to the north.

Visitors to the Jamestown Exposition who use the Baltimore & Ohio will have the choice of two most interesting water trips to Norfolk, one is via Baltimore, down the full length of Chesapeake Bay; several excellent steamship lines will make both day and night trips. The Chesapeake Bay is one of the most charming bodies of water of the eastern coast. Leaving Baltimore Harbor the boat passes Fort McHenry with the "Star-Spangled Banner" flying from the same spot it did on that memorable night in 1813; farther down is Fort Carroll and Annapolis, and as the boat approaches Old Point Comfort into its harbor, a most excellent view will be afforded of the naval exhibit of the exhibition.

Those going via Washington will pass Arlington, Mt. Vernon the home and burial place of Washington, Alexandria and numerous other places down the Potomac River, which empties into Chesapeake Bay about half-way down its journey.

With such varied possibilities of unusual entertainment it is safe to predict the Jamestown Exposition will be one of the best attended attractions of this nature ever held in this country.





MACHINERY AND TRANSPORTATION BUILDING.

JAMESTOWN EXPOSITION, 1907.

EIGHT miles from the city of Norfolk, on the southern shores of Hampton Roads, there is rising, as if by magic, a beautiful Exposition city, that will be introduced to the world on April 26, 1907, as the Jamestown Ter-Centennial Exposition. Push and progress are everywhere in evidence and the big exhibit palaces, State and Government buildings, are all but completed, and the beautiful grounds, one of the features of the Exposition, have taken on the appearance of a veritable dream city.

No section of the country is so hallowed by history-making events as that portion of Virginia on and about the historic waters of Hampton Roads, wherein this Exposition, commemorating the three hundredth anniversary of the first English-speaking settlement in America, is to be held. For this reason the celebration will embody, not only an industrial, commercial and educational display, but an elaborate historical review of the growth and progress of the entire country during the three hundred years of its existence.

The United States Government has approved the celebration and endorsed its purpose with a large appropriation to insure its financial stability. Every executive

department will make an exhibit; the Smithsonian Institute and National Museum, Bureau of American Republics, Library of Congress and the Fish Commission. The Life Saving Service will give daily exhibitions and a separate building has been provided for an exhibit by the negro race. Alaska, Porto Rico and the Philippines will also be represented in the Government display.

With a mile or more of sandy beach and fronting upon the historic waters of Hampton Roads, in close proximity to the scene of the great conflict in 1862, between the "Monitor" and "Merrimac" and in full view of the famous Fortress Monroe, Old Point Comfort and Newport News, with a harbor in front where the great war fleets will gather during the Exposition, the grounds form a beautiful location for the magnificent buildings, which will be mainly of colonial design, as are several of the State buildings. Some of the States, however, will produce models of famous homes or buildings.

The Government buildings include the Negro Building, the Soldiers' and Sailors' Home, the Army and Navy Officers' Home, several other structures, and the grand piers, which represent an expenditure of half a

million dollars in themselves. These piers extend a third of a mile out into the waters of Hampton Roads, and at the outer extremities are united by a cross pier, all enclosing an immense body of water to be used for swimming events and other aquatic sports. The piers will be surmounted with columns and arches for wireless telegraph uses and for illumination with a million incandescents and the most powerful search-lights. From this great double pier, and in fact from every part of the vast Exposition ground magnificent views of the harbor and the vessels in the naval display may be obtained.

A grand boulevard follows the convolu-

floral fence eight feet in height and covered with a profusion of vines and flowers, forming an effectual barrier between the Exposition and the outside world.

The playground of the Jamestown Exposition will be the "War Path," and, to many, this part of the show will be most attractive. Everybody who has seen the "Midway," the "Pike" or the "Trail," will be surprised that anything new can be produced on the "War Path," but the facts are that the latter will have all of the former and a multitude of new and more stupendous productions than have ever before been seen.

Particular attention has been paid to the



STATES' EXHIBIT PALACE

tion of the shore, and adjacent to this are many of the State buildings and the famous Inside Inn, which has a capacity of 3,000 guests, and from whose spacious verandas may be obtained the most satisfactory view of the spectacles transpiring upon the water.

The grounds represent the perfection of landscape gardening, and a million trees and plants shed their shade and perfume upon every part of the beautiful park. A winding water-way through the grounds is called the "Canoe Trail," and it will be a famous place for small craft of every kind during the Exposition. The entire land side of the Exposition is surrounded by a

matter of industrial development and progress in the arts and sciences, and the demand for space in the buildings designed for the promulgation of the same has been very great. In the matter of exhibits the plan has been to confine the display to quality rather than to quantity, and this plan has proven very satisfactory, and it is safe to say the industrial exhibit at the Jamestown Exposition will be the best in point of excellence ever made.

HISTORICAL FEATURES.

Aside from the myriads of attractions and beauties of the Exposition as a whole, the visitor will find so much of intense



MINES AND METALLURGY BUILDING.

historical interest in the immediate vicinity that he will wish to spend much time in their investigation and study. For instance, he will wish to visit old Jamestown, which is about thirty miles up the James River from the Exposition grounds and easily reached by steamer; Yorktown, the scene of the surrender of Cornwallis; Williamsburg, the old Colonial capital; Cape Henry and Virginia Beach, on the Atlantic Ocean; Ocean View, on Hampton Roads; Newport News, Hampton, Norfolk, Portsmouth, Old Point Comfort and Fortress Monroe, all so near as to be within easy reach of Exposition visitors, and all full of deep interest in history and natural beauty.

On the 19th day of December, three hundred years ago, there set sail from Blackwall, England, under the command of Captain Newport, three vessels—the “Godspeed,” the “Susan Constant” and the “Discovery”—the largest not exceeding 100 tons burden. This little fleet and its 105 passengers was destined to mark the beginning of the most important epoch in the history of the world. The commencement of their voyage was inauspicious and its progress unhappy. By reason of contrary winds they were buffeted about on the great ocean for six weeks before losing sight of the English coast. It was after many more weary weeks of travel ere they saw land, the coast of Virginia, on the 26th day of April, 1607, and to the point first sighted they gave the name Cape

Henry, and the peaceful place where they dropped anchor they called “Comfort,” which is the Old Point Comfort of to-day. The beauty of the scene about them greatly affected them, and John Smith, one of their number, was led to utter this sentiment: “Within,” says he, “is a country that we may have the prerogative over the most pleasant places known. Heaven and earth never agreed better to frame a place for man’s habitation were it inhabited by industrious people. Here are plains, hills, valleys, rivers and brooks, all compassed with fruitful and delightsome land.”

After resting at “Comfort” for several days, and feasting upon the oysters which they gathered from the waters, and the strawberries and other early fruits which they gathered from the land, they proceeded up the mighty river which they called the “James” and landed, May 13, 1607, upon the Island of Jamestown, where, as Smith again says, “was chosen a very fit place for the erecting of a great city.” In this Smith was mistaken, as later years proved the disadvantages of the location, and the settlement never became much more than a village.

Thus was founded Jamestown, the first English settlement in the new world, the birthplace of the American Republic, and the beginning of the land of the free and the home of the brave. It was a small commencement, but, considered from the point of outgrowing results, it was one of

the most portentous events in all history, for had the Jamestown settlement failed in its incipency the Pilgrims had never landed at Plymouth Rock, the Dutch had never left their shores, and the United States of America might never have been.

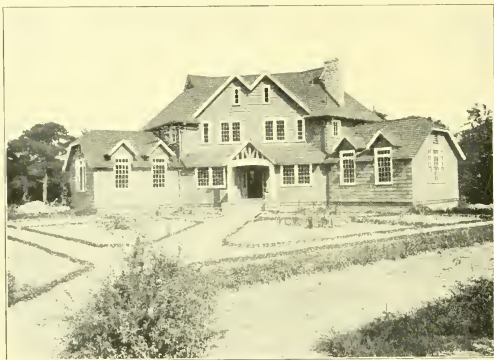
Nothing now remains of the pomp and pride of the once heroic village but the ivy-covered tower of the old church and a few resurrected ruins, yet what hallowed associations cling like the ivy about the crumbling ruins of the old church tower.

How appropriate then, and how important to all the people of the nation and the world is the great International celebration

STATE BUILDINGS.

The national and international character of the Jamestown Exposition was long since recognized by the majority of the States of the Union and the importance of participating therein realized. The historical surroundings, the accessibility of the location, the grand naval, military and industrial displays, so certainly insure the attendance of millions of people that the several States are vying each with the other to appear to the best possible advantage before the scrutiny of the investigating throngs.

The prevailing style of architecture of



POWHTAN HOSPITAL

to be held on the shores of Hampton Roads, opposite the Old Point Comfort of Smith's day. The Jamestown Ter-Centennial will mark the progress of the world from remote antiquity to the present day.

Not only will the Exposition afford an opportunity to visit the scene of the first settlement, but the thousand other places of beauty and historical interest as well. Famous old Yorktown, Williamsburg, the great battlefields of the Revolution, the War of 1812 and the Civil War, the historic Fortress Monroe and the mammoth navy yards and ship-building plants, are so closely related to the plan and scope of the Exposition as to be a part of it.

the State buildings will be colonial, but some of the States will reproduce famous buildings of different types, the purpose being to present likenesses of famous homes or halls where great personages dwelt or great events occurred. The State buildings will be permanent, and will either be retained as the property of the States erecting them or will be sold by them when the Exposition closes.

Most of the State buildings will be located along Willoughby Boulevard, facing Hampton Roads, and from any of them visitors will be able to see the ships entering and leaving the harbor as well as the grand naval displays.

Virginia, the "Mother of States," will have one of the most interesting and imposing of the State buildings. It is of colonial design and will be used for reception and entertainment, and with its broad verandas and pleasant location overlooking Hampton Roads, with Old Point Comfort and Fortress Monroe in the distance.

Georgia will reproduce "Bulloch Hall," birthplace of mother of the President of the United States, and when this building is dedicated in June President Roosevelt will deliver the dedicatory address. Pennsylvania has erected a likeness of Old Independence Hall, which corresponds to the original in size and detail. Maryland will reproduce the old home of Charles

historical place in the individual State. The four great States of the northwest, Washington, Oregon, Idaho and Montana, will erect a joint building in the shape of the Maltese cross, each State having one section. This building is to be known as the "Northwest States' Exhibit Palace."

INDUSTRIAL DISPLAY.

The Industrial display, while it will compare favorably with those of any of the previous expositions, will be selective rather than general, including every branch of industry of which the country can boast, but selecting a typical exhibit of each. In this manner, visitors to the Ter-Centennial will have the pleasure of viewing a com-



VIRGINIA BUILDING.

Carroll, of Carrollton: Connecticut will have the home of Colonel Talmadge, who was a member of General Washington's staff and had charge of the execution of Major Andre, the British spy; Ohio will have "Adene," the first stone house erected west of the Allegheny Mountains and used for years as the executive mansion of Ohio; Kentucky will reproduce Daniel Boone's Fort, as it appeared at Boonesboro, in that State, over a hundred years ago.

Missouri, Illinois, Rhode Island, North Dakota, New Jersey, the Carolinas, Tennessee, Louisiana, Massachusetts, Florida, Maine, New York, West Virginia, Wisconsin and many others will have buildings of beautiful design, some of colonial architecture and others to represent some

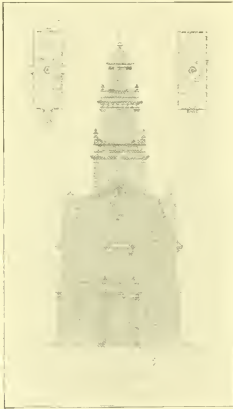
prehensive display of the industries of the country without having to wade through an endless labyrinth of similar exhibits.

The landscape design, together with the natural beauties of the grounds and the artistic Exposition, Government and State buildings, all of the old colonial style of architecture, grouped along the water front, will go to make up, probably, the most attractive Exposition that this country has ever seen.

SHIPS OF THE SEA.

Owing to the fact that the Jamestown Ter-Centennial is the first Exposition ever held in this country, on deep water, the United States Government has invited the nations of the world to participate in the

grand naval display to be held in Hampton Roads during the period of the Exposition. Every type of fighting craft, from the smallest and most obsolete gunboat to the largest and most formidable man-of-war, will be anchored off the shores of the Exposition, giving a splendid idea of the growth and expansion of naval construction from its earliest stages. The Naval pageantry afloat, coupled with the Military display ashore, promises to be the largest and most spectacular feature of its kind that the world has ever seen.



THE MASSACHUSETTS BUILDING.
"OLD STATE HOUSE."

Nearly every world power has accepted and will send warships, soldiers and marines to take part in the rendezvous, while the troops will unite with those of the United States in a series of drills, maneuvers and parades. In addition, several foreign countries will make extensive industrial and technical displays.

The warships of nearly all nations will gather with the squadrons of Uncle Sam in a naval pageant in front of the Exposition such as has never been seen before in the history of the world. On the land the best drilled soldiers of the powers of earth

will drill and parade to the delight and edification of the millions, and the magnificent structures of the Exposition will teem with the products of industry and art and the hum and music of progress will be heard on every hand.

SHIPS OF THE AIR.

There will be many special events during the Exposition, but few of them will be watched with greater interest than the races between ships of the air. The much mooted question as to whether or no, the time would ever come when airships would become of practical use as means of locomotion, has only been partially settled, but the faith of the public has not been shaken in the many failures of the past. On the contrary there is manifest a deep interest in every experiment and trial looking toward the development of the balloon or airship to a point of general usefulness.

A prize of a \$1,500 cup, to be known as the Lahm Trophy, will be awarded to the first aeronaut who shall exceed, in a race, the distance of 402 miles, the same covered by Lieutenant Lahm in his flight across the English Channel. This great spectacle of aerial navigation will be made during the coming summer while the Aeronautic Congress is in session. In this congress the United States Government will make important tests with aerial machines to ascertain atmospheric conditions at certain distances from the earth, to photograph the surface of the earth for geological purposes as well as testing the balloon as an implement of war.

Indicating in a measure the great control which aerial machines will have at the Exposition, in the interest of the country at large, the fact may be cited that the French government is now making experiments in aerial navigation at the Exposition.

AERONAUTICS TO BE A FEATURE.

The aeronautical work at the Exposition will be international in character. It has the full endorsement of the War Department and of eminent scientists all over the world.

The exhibition will consist of speed contests in airships by amateurs and professionals, ascensions in balloons, aeroplane experiments, observations in airships by weather bureau experts, wind-wagons drawn by airships and flying kites. The balloons that were used by famous aeronauts in

their first ascensions, the airship in which Lieutenant Lahm won his contest, and the airship in which Santos Dumont circled the Eiffel Tower will be shown. A congress of aeronauts will be held during the exhibition and will be taken part in by the famous aeronauts of the world.

ATHLETICS AND SPORT.

Never before has a program of amateur sports, in its diversity and greatness, equaled that which has been arranged for the Jamestown Exposition.

Each division of the program will offer an attraction of its kind that has never been surpassed in the United States, and when taken in its entirety, will eclipse any similar effort ever attempted in this or any other country.

The location of the Jamestown Exposition affords advantages for every kind of sport that would be of interest to the visitors, and in arranging the program, nothing of the character desired has been left out.

This program consists of athletic field games, yacht and motor-boat racing, rowing regattas and aeronautics, and each division is to be under the direction of a committee, the members of which are eminent in the amateur sporting world.

An athletic field has been laid out for the amateur championship athletic games. The field covers about seven acres of ground and will accommodate 20,000 people. It has a regulation 220-yard dash straightaway track and a regulation quarter-mile oval track. On this field the greatest and most spectacular athletic contests ever held in America will take place under the auspices of the Amateur Athletic Union. Not even the Olympic games, which recently drew the attention of the world to Athens, Greece, where they were held, will compare with the Amateur Athletic Championship games that will be one of the features of the Exposition.

Not only will the best athletes from the various associations that make up the Amateur Athletic Union participate in these games, but the flower of America's fleetness and brawn—those who won first honors in the Olympic contests, where the greatest athletes from all over the world were their rivals—will strive among themselves for the glory that crowns a champion.

The schedule prepared by the National Committee means that every important amateur athletic event in America, which would ordinarily be held in various parts of



WINDING TRAIL, JAMESTOWN EXPOSITION.



SCENE ON JAMESTOWN EXPOSITION GROUNDS.

the Union, will take place upon the athletic grounds of the Exposition, forming the greatest aggregation of such events ever held before in one place. Every conceivable form of athletic sports will be embraced in the schedule.

In addition to the athletic championship games to be held at the Exposition, an effort will be made to have the annual game of football between Annapolis and West Point played on the Exposition grid-iron next year, and, with the hope of accomplishing this project, the athletic field has been so laid off that it will make an admirable checkerboard.

The fact that the National Committee of Athletic Games is composed of men drawn from every great college and university in this country, including Annapolis and West Point, has already assured the participation in the athletic contests by all of these great institutions, with a strong probability that the Army and Navy football teams will consent to have their annual struggle on the Exposition grounds.

INTERNATIONAL INTEREST IN YACHT RACES.

The event, however, in which the greatest international interest will center, is the yacht racing.

Five cups have been offered for these races, and they should attract the largest fleet of sailing vessels ever gotten together for any event in the history of yachting. The five cups offered are to be given by Kaiser Wilhelm, King Edward VII., President Roosevelt, Sir Thomas Lipton and the Jamestown Exposition. The offer of any one of the five would have created considerable stir and aroused much interest. The proffer of five illustrates the magnitude of the undertaking. All are to be raced for under the rules of the Atlantic Coast Conference, and all are to be under the universal rule of measurement.

Invitations have been extended to the yachts of any country in the world, and assurances have been received that there will be a representation of foreign clubs in keeping with the importance of the contests.

While no official announcement has been made, it is expected that Sir Thomas Lipton will enter a yacht in the Exposition races. He has shown much interest in the event and has promised to visit the Ter-Centennial in his own yacht. Members of the yacht clubs around Gravesend Bay are now building yachts for the Exposition contests, and yachtsmen in Massachusetts



IRON SHOPS, JAMESTOWN EXPOSITION

and on the Great Lakes have made preparations to participate in the races.

The most interesting race will be that for the Kaiser's cup. It is offered for all classes of schooners racing at their regular rating, with full time allowance in accordance with the standard scale.

President Roosevelt's cup will be for competition in the twenty-seven and thirty-three foot classes of sloops and yawls, while King Edward's cup is for the twenty-two-foot class—the class of small boats that has aroused keener interest than any other that has been racing in the last two years.

Sir Thomas Lipton's cup is offered for even smaller boats, the fifteen and eighteen foot classes, and is expected to build up a size yacht that has been little developed in the last three or four years. The Jamestown Exposition cup is free-for-all for boats under forty-foot racing length, contesting without time allowance, to give a chance to those designs that do not fit the present rule very well.

The only classes unprovided for in these special cup races are the big sloops, and it is likely that such a trophy will be offered them to race in one class with full time allowance, forty-foot and over to be eligible.

Besides these, races will be offered for all classes of boats, from class "A" down, for

schooners, sloops and yawls, so that no boat that goes to the Jamestown Exposition need fail of an opportunity to race.

Hampton Roads and its tributaries offer a splendid course for yacht racing. It is planned that the smaller classes shall cruise over the inside course, which includes the Chesapeake Bay, and the larger classes over the outside course, which is reached through the gateway to the Atlantic Ocean between Cape Charles and Cape Henry.

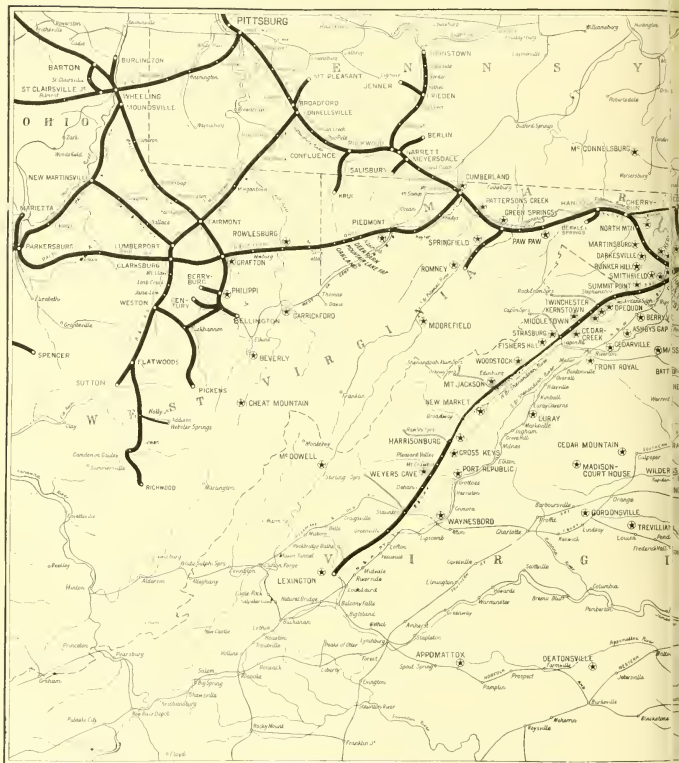
The Jamestown International Yacht Races will start on September 9, and will continue until the end of the month, if necessary, and will include five international cup races.

CAMBRIDGE AND OXFORD TO ROW IN REGATTA.

Of the rowing regatta, which promises to be the most important ever witnessed, the international eight-oared shell rowing will be a feature. It is almost assured that the winner of the Oxford and Cambridge boat race, next year, will compete with Yale or Harvard on the waters of Hampton Roads during the Exposition regattas.

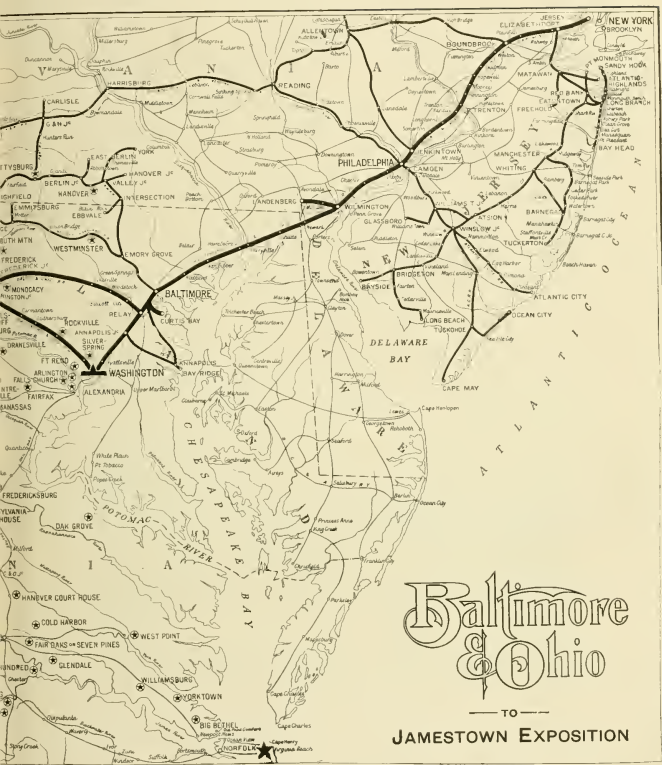
All of the colleges, where rowing is permissible, will take part in the regatta, and the hundreds of rowing associations from all parts of the United States will send representative crews.

INTERESTING SECTION OF BALTIMORE



THE STARS INDICATE THE BATTLEFIELDS OF THE CIVIL WAR. THE BALTIMORE & OHIO OFFERS TWO ROUTES TO PITTSBURGH; THE OTHER VIA WASHINGTON WITH STEAMERS DOWN THE POTOMAC RIVER AND CHESAPEAKE BAY.

TO RAILROAD, EAST OF OHIO RIVER.



N EXPOSITION AT NORFOLK, VA. ONE VIA BALTIMORE IN CONNECTION WITH STEAMER LINES DOWN THE CHESAPEAKE. EITHER OF THESE ROUTES IS EMINENTLY DESIRABLE, FULL OF INTEREST AND DELIGHTFUL.

President Roosevelt will give a cup as a trophy to be contested for in this event, and there will be a number of other handsome cups and prizes offered to the winning crews.

The rowing regatta will be held during the latter part of July and will continue for a week or ten days, according to the number of entries.

The inner harbor of Hampton Roads, extending from Norfolk to Willoughby Spit, furnishes a course for light shell rowing that can not be surpassed. The course for these regattas has been inspected by the members of the Committee and laid off in such a way that the boats can be in plain view of the spectators from the starting point to the finish.

SPEEDY MOTOR-BOATS TO CONTENT.

Another of the aquatic events that will be of unusual interest is the Motor-boat

Carnival. This will consist of races and speed contests by some of the swiftest motor-boats ever constructed and will be brought to a close by a grand illuminated Carnival at night.

This illuminated Carnival will be like a Mardi-Gras on the water and will be one of the spectacular features of the Exposition. Superstructures will be built over the motor-boats to represent various mythical and historical persons and events. Pocahontas, Capt. John Smith, scenes from Fairyland, will be portrayed in brilliant and gorgeous lights. In addition to the illuminated Carnival, a Flower Carnival will be arranged.

The course selected by the Motor-boat Carnival Committee for these contests is a triangular fourteen-mile run, in full view of the Exposition grounds.



FLORAL FENCE SURROUNDING JAMESTOWN EXPOSITION.

PREPARATIONS FOR THE JAMESTOWN EXPOSITION.

Its Progress and Prospects.

BY FRANK EBERLE, IN JAMESTOWN MAGAZINE.

WHEN the signal sounds for opening the gates of the Jamestown Exposition on the morning of April 26, 1907, all will be ready. No piles of debris around unfinished buildings, such as have characterized most expositions in the past, will be seen at the Jamestown Exposition. The woodland and meadow at Sewall Point will have been transformed into a paradise of beauty, with trees of many varieties, fragrant flowers, gorgeous palaces, handsome State buildings, and pretty cottages covering this vast space of four hundred acres. From the shores will extend great piers for the landing of vessels and for the comfort of visitors, affording a grand observation point up and down the waters of Hampton Roads.

Few great international expositions have been ready on time. The Jamestown Exposition will be one of the rare exceptions, and, although far down in the Sunny South, where the people are supposed to take life leisurely, the Jamestown Exposition has made wonderful progress, and will be finished on time. The great Auditorium is practically completed, the Palaces of Art and History are well under way, the Palaces of Manufactures and Liberal Arts and the Palaces of Machinery and Transportation are already under roof, and the Palace of Mines and Metallurgy and the various other exhibit palaces, which will constitute the Exposition buildings proper, are progressing rapidly. Twenty State buildings are practically completed, and the construction work on others has begun. The gigantic Inside Inn, with its accommodations for three thousand guests, will be completed and ready for occupancy within sixty days. Many amusement palaces on the "War Path" are under construction, several miles of streets and sidewalks, leading to all parts of the grounds, are finished, and the Jamestown Exposition grounds present the appearance of a busy hive of industry, with several thousand men at work day after day—for even in winter out-door work can be carried on in this climate.

A large force at the Exposition headquarters are busily engaged in preparing

for the great event. The Press Bureau is sending out Jamestown Exposition literature in great quantities to all parts of the world. The Department of Congresses and Special Events is inviting international, national and state conventions and congresses to meet at the Jamestown Exposition in 1907, and is helping them to prepare for these meetings, and is also arranging with the National Guard of various States, college, military and naval academy cadets, and with uniform ranks of fraternal orders for camping on the Exposition grounds and participating in the great military and naval celebration which will constitute so important a part of the Jamestown Exposition.

The Department of Works, with its staff of landscape engineers, builders and contractors, are hurrying with the work on the grounds. The Department of Concessions is arranging with various amusement companies, and is placing some of the most interesting attractions ever seen at any exposition. The Department of Exhibits is bringing together commercial, industrial, manufacturing and agricultural exhibits of various kinds from all parts of the world. The Department of History and Education is providing exhibits to enlighten and instruct all humanity, and every department and every bureau is busy at work, preparing for this great celebration of the three hundredth anniversary of the first permanent English settlement in America—the settlement of Jamestown, Virginia, in 1607.

To those unfamiliar with history, this settlement may seem insignificant, but those who have watched the turn of affairs in the progress of the world realize that the little settlement of Jamestown Island, three hundred years ago, was the actual beginning of the greatest of American republics, which has paved the way to liberty for the entire western hemisphere, and has made possible free government, free speech, and free thought for the larger part of the civilized world. The settlement at Jamestown is often referred to as the "Cradle of Liberty," for it was here that freedom had its birth, where liberty



PINE GROVE, JAMESTOWN EXPOSITION

received the nourishment which enabled it to develop strength sufficient to throw off the yoke of tyranny and made possible the "Declaration of Independence."

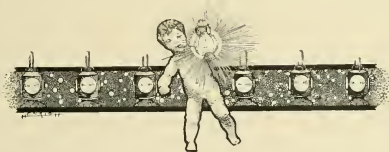
The importance of the first English settlement in America has been so fully appreciated by foreign countries that all of the leading nations have accepted the invitation issued by the President of the United States to participate in the celebration of the three hundredth anniversary of this settlement, and these nations are coming to the Jamestown Exposition with their finest warships and best drilled troops. Here will be witnessed for the first time in the history of the world a grand assembly of the armies and navies of all great nations, in peace and harmony, with their banners flying and their troops marching to the martial music of many bands, with the white dove of peace hovering about them all, and no savage dogs of war to add terror to the glory and grandeur of the scene.

Fully alive to the importance of the Jamestown Exposition, the railroads and steamship lines of the country are arranging for accommodations in the way of special trains and additional steamers, to carry the millions of visitors to Norfolk, and have decided upon very low rates from all points of Europe and America, to enable the world to attend this great international Exposition. The hotels of Norfolk, Newport News, Hampton, and other

points in the vicinity of the Jamestown Exposition, have prepared to take care of the vast multitude of guests who will come to the Exposition. In addition to which are several thousand rooming houses and thousands of private homes, preparing to furnish special accommodations to Exposition visitors. Thus, it will be seen, the strangers within the gates of the Exposition grounds will be well provided for in the way of accommodations in the cities and towns connected with the Exposition by ferry and electric railway.

In order to guard against any extortionate prices on the part of greedy landlords, an Exposition Hotel Bureau was formed to make a canvass of the cities of this vicinity, binding their hotels and rooming houses to make reasonable rates, thereby protecting the public against over-charging.

With ample hotel accommodations, with good facilities for travel to and from the Exposition grounds, and with innumerable attractions in the way of military and naval maneuvers, great national and international athletic events, international yacht races, motor-boat races, rowing regattas, airship contests, automobile races, and a thousand other events, typifying the progress of the age, the Jamestown Exposition will pass into history as one of the most instructive, most entertaining, most attractive and grandest expositions the world has ever seen.



THE HISTORIC OLD TOWN OF WILLIAMSBURG, VA.

A Place of Interest to Every Lover of Liberty.

ONE of the decided points of interest to visitors to the Jamestown Exposition will be the quaint historic old town of Williamsburg, Virginia, less than an hour's ride by rail and ferry from the Exposition.

Midway between Jamestown, on the James, and Yorktown, on the York, and but a few miles from either place, this old town has more historical associations clustering about its old-fashioned houses, its groves of mulberry and linden trees, and its college, court house and palace greens, than about any other in America. It received its charter from the king and is the oldest incorporated town in the United States, its history being almost identical with the history of the nation. It has lived to see its sister village of Jamestown fall into decay and lie buried beneath the ruins of two hundred years. It was the capital of the colony of Virginia for nearly a century and was the center of the exciting scenes preceding the Revolution.

The old town has been the residence of more personages of world-wide interest than any other on earth. Among these are five presidents of the United States, four signers of the Declaration of Independence, three signers of the Federal Constitution, one Chief Justice of the United States, one Judge of the Supreme Court and a long line of governors, cabinet officers and the like. It was really the "Cradle of Liberty," for here in the old capitol, or House of Burgesses, gathered Patrick Henry, Washington, Richard Henry Lee, Peyton, John and Edmund Randolph, Benjamin Harrison and many other patriots of colonial fame, who made their pleas for better treatment from the mother country, and from the old Raleigh tavern, which stood near the capitol, was sent out the call to the other colonies which resulted in the first Continental Congress.

The ruins of the capitol are at one end of the Duke of Gloucester Street and the College of William and Mary is at the other, and when President Washington planned the present capital city of the nation, he had the Duke of Gloucester Street in old Williamsburg in mind, and the

beautiful Pennsylvania Avenue, with the Capitol at one extremity and the White House at the other, was the result.

Williamsburg is very closely connected with the history of George Washington, and with the history of the nation as well. From here young Washington set out on that memorable trip through the wilderness as the special messenger of Governor Dinwiddie to the French on the Ohio; here he came as a bashful young member of the House of Burgesses; here he brought his beautiful wife, the widow of Daniel Parke Custis, and whose home has also been in Williamsburg, and here also he came with Lafayette and rode with that great French General at the head of the allied armies of the colonies and of France, from Williamsburg to Yorktown to capture Cornwallis.

The town and community abounds in romance and history, and the many objects of antiquity afford themes for days of study and research. The Debtors' Prison, the only one of its kind in existence in America; the old powder magazine, the court house, one hundred and fifty years old and still in use, the College of William and Mary, the oldest in the United States, except Harvard, are all of national interest.

The Old Bruton Church is one of the most interesting places of the old capital. For two hundred years its bell has tolled the death of the old year and rung in the new for the generations as they have come and gone. Through its ancient tower entrance passed the court processions of colonial days, the governors with emblazoned emblems betokening the authority and majesty of Old England's kings and queens. It has been aptly called the Westminster Abbey of the New World, for in the surrounding churchyard and under the church as well, not only do the "rude forefathers of the hamlet sleep," but a long line of those whose names are known to earthly fame, and as the visitor reads from marble slab or memorial tablet, he can well realize that he is reading from the pages of his country's history.

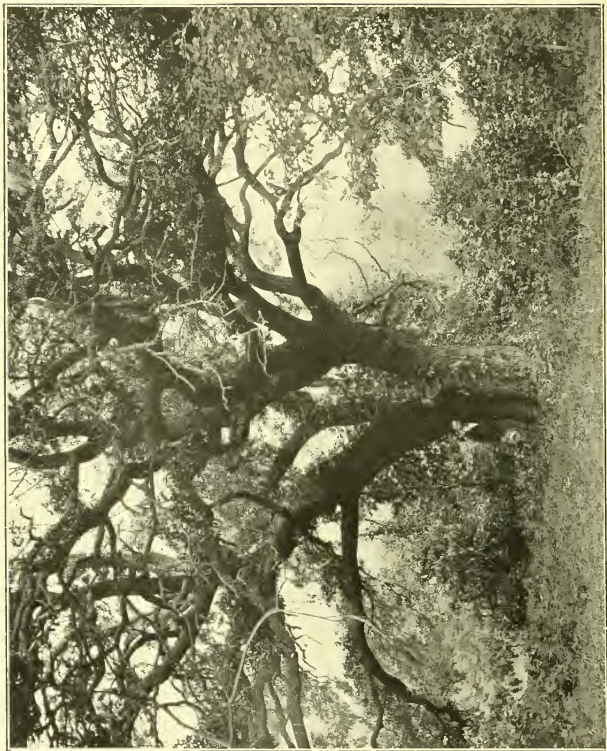
The opportunity to visit this historic landmark, which will be afforded during

the Jamestown Exposition, will no doubt be improved by nearly every visitor, and a mingling with the historical associations of Williamsburg, Jamestown and Yorktown,

will lend a deeper appreciation and enchantment to the scenes of splendor and magnificence of the greatest of all naval, military and industrial expositions.



OLD CHURCH TOWER, JAMESTOWN.



HISTORIC OLD FOWHATAN OAK. UNDER WHICH THE INDIAN THIEVES HELD THEIR COUNCIL BEFORE AMERICA WAS SETTLED. OVER 1,000 YEARS OLD, ON JAMESTOWN EXPOSITION GROUNDS.

JAMESTOWN EXPOSITION IN BRIEF.

OFFICIAL name—Jamestown Ter-Centennial Exposition.
Character—Military, naval, marine and historic exhibition.

Nature—State, national and international historic celebration.

Purpose—Commemoration of the first permanent settlement of English-speaking people in America.

Opening Date—The hour of noon, April 26, 1907.

Closing Date—The hour of midnight, November 30, 1907.

To be opened by the President of the United States.

To be closed by President and Governors of the Exposition.

Location—Exposition grounds, on Hampton Roads, near Norfolk, Portsmouth and Newport News, Virginia.

Exposition Company headquarters, Norfolk, Virginia.

Size of Exposition grounds—Four hundred acres of land space and a 40-acre water space between the grand piers.

Distances from Exposition grounds—Norfolk city limit, five miles; Fortress Monroe, four miles; Old Point Comfort, three and a half miles; Newport News, five miles; Portsmouth, eight miles; Ocean View, three miles.

Exposition grounds reached by electric railway, steam railway and a steamship.

Opening hour for Exposition gates—8 o'clock in the morning.

Closing hour for Exposition gates—11 o'clock at night.

Price of admission to grounds—Adults, 50 cents; children, 25 cents.

Government buildings on Exposition grounds open at 9 o'clock in the morning and close at 6 o'clock in the evening.

The Jamestown Exposition has three miles of water front—two and a half miles on Hampton Roads and half a mile on Boush Creek.

Two sides of the Exposition grounds are inclosed by a high wire fence, covered with honeysuckle, crimson Rambler, rose and trumpet creeper vines.

The Exposition's great military drill ground contains thirty acres, surrounded by trees and pretty walks.

A Canoe Trail, two miles long and twelve feet wide, runs from Boush Creek,

which flows into Hampton Roads, through the most interesting part of the Exposition grounds.

A romantic winding trail, called Flirtation Walk, follows along Canoe Trail for more than a mile.

A fine beach extends along the Exposition grounds for a mile.

The various State buildings are all near the water front.

From the State buildings can be seen ships and steamers going out to sea and coming in from all parts of the world.

The Jamestown Exposition is an historical study of the past three hundred years.

The prevailing style of architecture at the Exposition is colonial.

Many of the exhibit buildings and all of the States' buildings are to be permanent structures.

More than a million flowers, shrubs and trees are already growing on the grounds, and others are being planted.

The Exposition police force will be the Powhatan Guards, 175 strong, commanded by a United States marine officer.

The Powhatan Guards will be a military body as well as a military police, and will be on duty at all times until the close of the Exposition.

THINGS TO BE SEEN.

Unique and gorgeous night harbor illuminations.

Greatest gathering of warships in the history of the world.

International yacht races in which the countries of the world will participate.

Prize drills by the finest soldiers of all nations, and by picked regiments of United States and State troops.

Races of dirigible airships for commercial use.

Races of military airships of different nations.

Field athletic contests between champions of all great nations.

An exact reproduction of the old town of Jamestown, as it was three centuries ago.

The largest military parade ground in the world.

The largest military and naval parades ever witnessed.

More naval and military bands than were ever assembled in time of peace.

Industrial exhibits showing the progress of the world during three centuries.

Wonderful technical exhibits by the leading nations of the world.

An immense forestry exhibit.

A magnificent tobacco palace.

King Cotton, in all stages, from the growing plant to the finished fabric.

A beautiful palace built of coal.

A complete Japanese village, showing all phases of Japanese life, made by the government of Japan.

United States Life Saving Corps, in daily demonstrations of life saving methods.

Greatest array of gorgeous military uniforms of all nations ever seen in any country.

More members of royalty of different countries than ever assembled in peace or war.

A great living picture of war with all its enticing splendors.

The grandest military and naval celebration ever attempted in any age by any nation.

SPECIAL ATTRACTIONS.

Among the interesting features of the Exposition will be:

Greatest military spectacle the world has ever seen.

Greatest naval rendezvous in history.

International races by submarine warships.

Competitive flights of airships from all countries.

Magnificent pyrotechnic reproduction of war scenes.

Reproduction of the famous battle between the "Monitor" and "Merrimac," at the place where that battle was fought.

Great museum of war relics from all nations and all ages.

Indian relics of three centuries.

A beautiful colonial city of buildings owned by the various States of the Union.

The largest motor-boat regatta ever held.

POINTS OF HISTORIC INTEREST.

At Hampton Roads, just off the Exposition grounds, was fought the great battle between the "Monitor" and "Merrimac," during the Civil War, the first battle between ironclads. The fortifications from which a land force of Confederates participated in this battle are on the Exposition grounds.

Williamsburg, the second capital of Virginia, seat of the second oldest college in the United States.

Richmond, the capital of the Southern confederacy and an important point in history, is only a few hours' ride from the grounds.

Petersburg, where the closing battles of the Civil War were fought, is near by, and Appomattox, where General Lee surrendered, is about three hours distant.

Jamestown Island, where the first permanent settlement of English-speaking people was made in America, is two hours' run from Norfolk. Here are still to be seen remains of the old settlement of three centuries ago and a museum of old historic relics of the early days of America.

Craney Island, at the mouth of Elizabeth River, near Norfolk, is another point in American history.





Stub Ends of Thought

By ARTHUR G. LEWIS.



THE average man's opinion of women is founded upon one woman's character, and the impression created from a knowledge of her individual temperament.

I HAVE just as much confidence in my fellow man as I have in myself; no more and no less.

IT seems quite natural to suffer sometimes for the sake of a cause or principle, and things natural are generally right.

GENEROSITY of character and a cheerful disposition under self sacrifice is an absolute evidence of divinity in the heart of mankind.

HOPE is really nothing more than a beautiful thought, with the foundation of belief beneath it.

LOVE is the purifier which separates all generosity and kindness from a sense of obligation.

ORDINARY honesty demands that we shall draw a curtain over the faults of others, that we possess ourselves.

IT is the motive behind the sin that makes it one, and the virtue of intention that ab-solves a seeming wrong.

SOME friendships turn aside when the first cloud shadows the sun of success.

ABSOLUTE faith is founded largely on absolute hope, and each one strengthens the other.

LET us come out from the shadows of self-ishness, and stand in the warm sunshine of self sacrifice for a while.

THE pride we have in place and blood is only justified when we make it so.

A MAN is always safe in spite of every influence in earth or heaven, as long as he can keep faith in himself.

THE spice of speculation is a dangerous and expensive experiment, but it is always necessary to suffer a risk in order to enjoy a sensation.

CAUTION and enthusiasm are foreign to each other.

YOUTH.

BY ARTHUR G. LEWIS.

The first fresh opening bud of life's young spring,
The rose just breathing forth its sweet perfume,
The untold consciousness that love-life brings,
Which lives too brief and dies too soon,
Within the circle of our fondest hopes
Our earliest memories and our dead desires,
We yet hold sacred and devoutly close
The genial warmth of youth's first open fires.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON,
PHILADELPHIA AND NEW YORK.

EFFECTIVE NOVEMBER 25, 1906.										
EASTWARD										
	No. 504 DAILY	No. 526 EXCEPT SUNDAY 8 HOUR	No. 528 EXCEPT SUNDAY	No. 528 EXCEPT SUNDAY	No. 509 DAILY	No. 524 "ROYAL LIMITED" DAILY 8 HOUR	No. 506 DAILY	No. 516 DAILY	No. 546 DAILY	No. 512 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	PM	AM
Lv. WASHINGTON	7.00	9.00	8.00	11.00	1.00	3.00	6.00	8.00	11.30	2.57
Lv. BALTIMORE, CAMDEN STATION	7.55	9.50	8.52	11.50	1.55	3.48	6.00	9.00	12.39	3.51
Lv. PHILADELPHIA	8.00	9.54	8.57	11.54	1.59	3.52	6.05	9.05	12.44	3.55
Ar. PHILADELPHIA	10.15	11.52	12.11	2.02	4.05	6.00	8.19	11.45	3.05	6.00
Ar. NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.15	6.30	8.00	10.40	3.20	5.40	8.32
Ar. NEW YORK, 23D STREET	12.45	2.10	2.40	4.25	6.45	8.10	10.50	3.30	5.45	8.43

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO
PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE NOVEMBER 25, 1906.										
WESTWARD										
	No. 555 DAILY	No. 517 EXCEPT SUNDAY	No. 505 DAILY	No. 501 DAILY	No. 507 DAILY	No. 527 DAILY 8 HOUR	No. 509 "ROYAL LIMITED" DAILY 8 HOUR	No. 503 DAILY	No. 511 DAILY	
	PM	AM	AM	AM	AM	PM	PM	PM	PM	
Lv. NEW YORK, 23D STREET	11.50	7.50	9.50	11.50	1.50	3.50	6.50	6.50	6.50	
Lv. NEW YORK, LIBERTY STREET	1.30	8.00	10.00	12.00	2.00	4.00	6.00	7.00	7.00	
Lv. PHILADELPHIA	1.30	8.30	10.17	12.30	2.17	4.16	6.12	7.25	9.21	
Ar. BALTIMORE, MT. ROYAL STATION	6.45	10.51	12.13	2.43	4.10	6.09	8.09	10.55	11.23	
Ar. BALTIMORE, CAMDEN STATION	6.50	10.55	12.17	2.47	4.20	6.13	8.13	11.00	11.27	
Ar. WASHINGTON	7.50	11.45	1.12	3.50	5.20	7.00	9.00	12.10	12.22	

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST
AND SOUTHWEST.

WESTWARD		No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 15 EXPRESS DAILY	
Lv. NEW YORK, 23D STREET	9.50 AM	11.50 AM	N 3.50 PM	6.50 PM	7.50 AM	11.50 PM	8.50 PM			NOTE.
Lv. NEW YORK, LIBERTY STREET	10.00 AM	12.00 PM	N 4.00 PM	6.00 PM	8.00 AM	1.30 PM	7.00 PM			
Lv. PHILADELPHIA	12.30 PM	2.17 PM	8.12 PM	8.55 PM	10.17 AM	1.16 PM	9.21 PM			
Lv. BALTIMORE, MT. ROYAL STATION	2.43 PM	4.16 PM	8.09 PM	10.55 PM	12.13 PM	6.45 AM	11.23 PM			
Lv. BALTIMORE, CAMDEN STATION	3.00 PM	4.30 PM	8.00 PM	11.10 PM	12.22 PM	7.00 AM	11.32 PM			
Lv. WASHINGTON	4.06 PM	6.30 PM	9.10 PM	12.40 AM	1.22 PM	8.00 AM	12.30 AM			
Ar. DEER PARK HOTEL					7.13 PM					
Ar. PITTSBURG			6.45 AM		9.42 PM	5.05 PM	8.50 AM	Lv. 5.40 PM		
Ar. CLEVELAND			12.00 PM			10.00 PM		10.00 PM		
Ar. WHEELING (EASTERN TIME)		5.35 AM				7.40 PM		Lv. 6.00 PM		
Ar. COLUMBUS (CENTRAL TIME)		8.45 AM			9.45 AM			9.50 PM		
Ar. CHICAGO		6.15 PM						7.45 AM		
Ar. CINCINNATI	8.05 AM			6.35 PM		11.50 PM				
Ar. INDIANAPOLIS	10.55 AM			11.50 PM						
Ar. LOUISVILLE	11.50 AM			9.30 PM		7.10 AM				
Ar. ST. LOUIS	5.27 PM			7.25 AM		8.45 AM				
Ar. CHATTANOOGA	6.15 PM			8.30 PM						
Ar. MEMPHIS				8.15 AM						
Ar. NEW ORLEANS	8.45 AM			8.10 PM						

Through Pullman Sleepers to all points. † Except Sunday. N—Connection east of Philadelphia is made with No. 509, "Royal Limited." Note—Direct connection at Cumberland with Train No. 55 from points east.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EASTWARD										
	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM. DAILY	No. 14 EXPRESS DAILY			
Lv. CHICAGO			5.30 PM	10.40 AM			8.30 PM			
Lv. COLUMBUS				7.00 PM						
Lv. WHEELING (EASTERN TIME)		5.00 PM		12.25 PM			10.50 AM			
Lv. CLEVELAND			11.30 PM		3.00 PM					
Lv. PITTSBURG			8.00 PM		8.30 PM	6.30 PM	1.15 PM			
Lv. ST. LOUIS	* 9.00 AM	1.45 AM				9.29 PM				
Lv. LOUISVILLE	2.10 PM	8.10 AM				2.50 AM				
Lv. INDIANAPOLIS	* 2.55 PM	7.30 AM				4.45 AM				
Lv. CINCINNATI	* 6.35 PM	12.10 PM				8.00 AM				
Lv. NEW ORLEANS		9.10 AM				8.15 PM				
Lv. MEMPHIS		8.40 PM				1.00 PM				
Lv. CHATTANOOGA	5.20 AM	10.30 PM								
Lv. DEER PARK HOTEL			10.15 AM							
Ar. WASHINGTON	12.40 PM	6.30 AM	4.42 PM	12.30 PM	6.41 AM	2.42 PM	10.25 PM			
Ar. BALTIMORE, CAMDEN STATION	1.47 PM	7.50 AM	5.50 PM	1.47 PM	7.50 AM	3.47 PM	11.30 PM			
Ar. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	6.05 PM	1.59 PM	8.00 AM	3.55 PM	12.44 PM			
Ar. PHILADELPHIA	4.05 PM	10.15 AM	8.10 PM	4.05 PM	10.15 AM	6.00 PM	3.05 PM			
Ar. NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 PM	6.30 PM	12.35 PM	8.32 PM	5.40 AM			
Ar. NEW YORK, 23D STREET	6.45 PM	12.45 PM	10.50 PM	6.45 PM	12.45 PM	8.43 PM	6.33 AM			

Through Pullman Sleepers from all points. * Daily. † Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR"
BETWEEN WASHINGTON AND BALTIMORE.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

- No. 512. Drawing Room Sleeping Cars from St. Louis and Pittsburgh to New York. Drawing Room Sleeping Car Pittsburgh to Philadelphia. Dining Car, a la carte, Philadelphia to New York.
No. 504. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.
No. 526. Five Hour Train. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Philadelphia to New York.
No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.
No. 528. Drawing Room Sleeping Car Washington to New York. Dining Car, a la carte, Washington to New York.
No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.
No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Dining Car, table d'hôte, Philadelphia to New York. No extra fare other than regular Pullman charge.
No. 506. Drawing Room Parlor Car Washington to New York. Dining Car a la carte, Baltimore to Philadelphia.
No. 514. Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

- No. 555. Separate Pullman Drawing Room Sleeping Cars to Baltimore, Washington and St. Louis. Dining Car, a la carte, Baltimore to Washington.
No. 517. Drawing Room Parlor Car Philadelphia to Washington.
No. 505. Drawing Room Sleeping Car New York to Chicago. Dining Car, a la carte, New York to Philadelphia.
No. 501. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.
No. 507. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.
No. 527. Five Hour Train. Drawing Room Buffet Parlor Car New York to Washington.
No. 509. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hôte, New York to Washington. No extra fare other than regular Pullman charge.
No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.
No. 511. Drawing Room Parlor Car New York to Philadelphia. Drawing Room Buffet Sleeping Car New York to Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

- No. 1. Cincinnati-St. Louis Limited. Drawing Room Sleeping Car New York to St. Louis. Drawing Room Sleeping Car New York to Cincinnati. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.
No. 7. Chicago Express. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.
No. 9. Pittsburg Night Express. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.
No. 3. St. Louis Express. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.
No. 11. "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Conneville to Pittsburg.
No. 5. "Chicago Limited." Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Washington to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve all meals.
No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Buffet Drawing Room Sleeping Car Wheeling to Chicago. Buffet Drawing Room Sleeping Car Cleveland to Chicago. Buffet Parlor Car Baltimore to Pittsburg.
No. "555-55-5." The Daylight Train. Drawing Room Sleeping Car New York to St. Louis. Buffet Parlor Car Baltimore to Pittsburg. Parlor Car Cumberland to Wheeling. Breakfast on Dining Car. Dinner at Cumberland. Dining Cars Parkersburg to Cincinnati and Flora to St. Louis.

EASTWARD.

- No. 2. St. Louis-New York Limited. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Louisville to Washington. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.
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CALENDAR - 1907



JANUARY							FEBRUARY							MARCH							APRIL							
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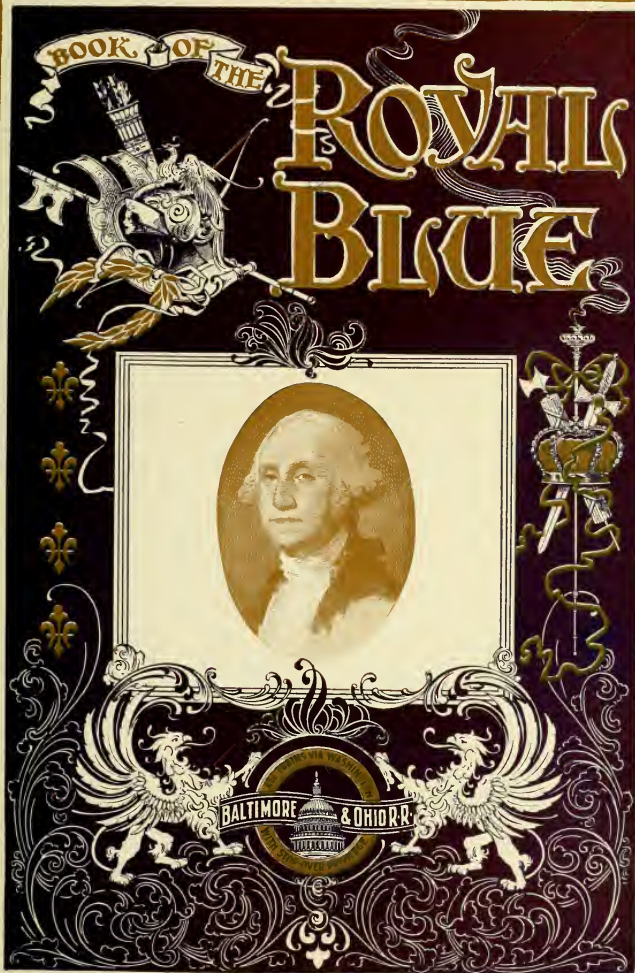
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BOOK OF THE ROYAL BLUE.

FEBRUARY, 1907.

CONTENTS.

	Page
In and About the National Capital—By F. J. Young	1
The New Beautiful Granite and Marble Buildings nearing completion at Washington	11
The Baltimore & Ohio Interests at Columbus, O...	17
Stub Ends of Thought... } "Hope"..... } By Arthur G. Lewis...	19

ILLUSTRATIONS.

The White House, Washington	Frontispiece
Senate Chamber	2
House of Representatives	3
National Library	4
Entrance, National Library	5
Jackson Monument	6
Grand Staircase, National Library	7
Marble Room, Capitol.....	8
New Agricultural Department Building	11
New Union Station, Washington	12
New National Museum	14
Outline Map of Columbus, Ohio	17

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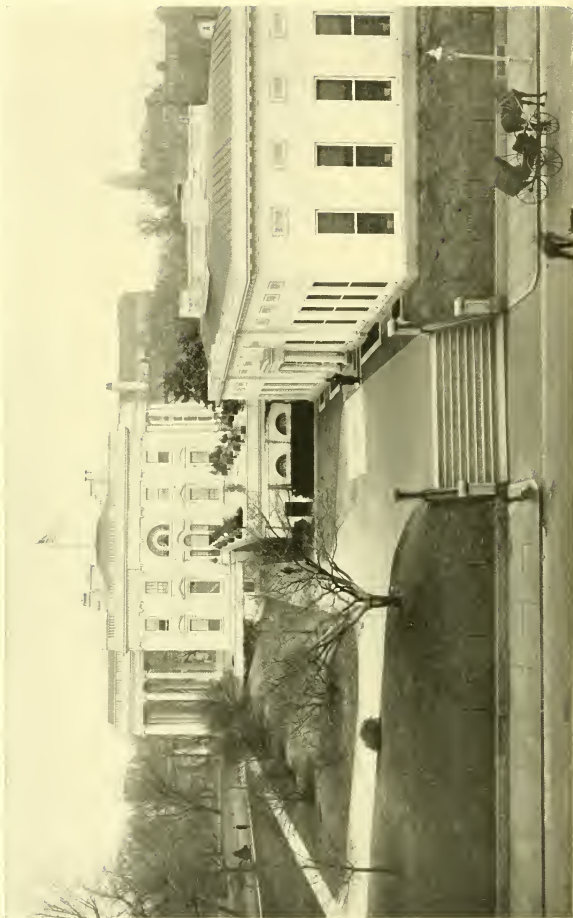
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WILLIAM ELLIOTT LOWES, EDITOR.

VOL. X.

BALTIMORE, FEBRUARY, 1907.

No. 5.

IN AND ABOUT THE NATIONAL CAPITAL.

BY F. J. YOUNG.

THE District of Columbia is unique in many respects; it embraces about sixty-five square miles, its principal city contains over 300,000 inhabitants, is the seat of the National Government, the official residence of the President, and the meeting place of Congress, but no elections are held in the District. The headquarters of the army and navy, yet a foreign foe has been in possession, burnt the Capitol and other public buildings, and a hostile fleet has sailed up the Potomac and anchored within gunshot.

Mighty armies have gathered; the rumble of artillery, the clatter of cavalry and the solid tramp of infantry have been heard in the streets; hospitals containing thousands of wounded men have occupied the public square; two national cemeteries with long rows of headstones show the last resting place of many soldiers, but the only battle fought in its borders was in 1864, when Early's gray-clad battalions threatened the city, and President Lincoln was among the spectators on the breastworks. During the Revolution the Continental Congress was a movable body, having met in New York, Philadelphia, Baltimore, Lancaster, York, Princeton, Trenton and Annapolis, and when at the close of the war the session in Philadelphia was threatened by disbanded troops, clamoring for their pay, the city authorities declined to interfere to preserve peace. This object lesson was not lost, and one of the important matters demanding early attention was fixing a location for a permanent Capital where the national authority should be supreme.

Great jealousy existed among the States of the new Union, the smaller fearing the aggressions of the larger, and the selection of a Capital city was the cause of a heated discussion. One proposition, seriously considered, was to have two Capitals, one north of the Delaware River, the other in one of the Southern States, meetings of Congress to be held in each Capital in alternate years. The plan adopted was to have a tract set apart as a Federal District, the necessary land for streets, parks and public buildings to be donated, and the State to relinquish jurisdiction, that the seat of government should be free from any State or local influence. After much discussion—some of it not very good-natured—the decision was reached not to consider any location north of New Jersey, which State was advocating Trenton, offering to set apart a tract eight miles square, while Maryland made a similar tender of land and \$180,000 in cash with which to erect buildings if Annapolis should be chosen. This was before the days of steam; travel on land was by stage coach or on horseback, and on water by sail boats, and it was deemed advisable to secure a place which was not only near the center of population, but while being inland and on navigable water, should not be too accessible to an enemy or exposed to attacks from hostile navies in case of war. Some shrewd diplomacy was necessary and Alexander Hamilton is credited with bringing about the legislation which resulted in the choice of the present site. The problems connected with the forming of a new nation

out of thirteen States, all with separate interests, and each fearful of conceding too much, was not an easy one to solve.

One of the questions involved was the payment of the war debt of the colonies, over \$20,000,000 in amount. This bore heaviest on the New England section, and a bill introduced to have the new nation assume this debt had been defeated by the votes of southern members upon whose constituents the burden was light. The

Pennsylvania was brought into the bargain by a provision that the seat of government should remain in Philadelphia for ten years, and July 9, 1790, by a vote of 32 to 29, it was decided to place the Capital city somewhere in a territory "not less than ten miles square, and located on the Potomac," within designated bounds.

Considerable latitude was allowed the commissioners who were to select the site, practically a range of 100 miles being



THE SENATE CHAMBER.

country contained over 4,000,000 of people, of which number the entire New England States, together with New York and Pennsylvania, had about half. Feeling ran so high that the stability of the new union was threatened, and Hamilton, a shrewd politician, managed to arrange for the votes of southern representatives for the assumption of the State debts in return for the support of those who were deeply interested in this, and who, having no chance to secure the Capital for their States, agreed to favor a southern site.

given. President Washington was largely instrumental in having the present location chosen; his home being but a few miles away, he was thoroughly familiar with the country—Alexandria, within the bounds set, was the principal trading port of the section, and the location near the head of navigation, over a 100 miles from Chesapeake Bay, afforded an opportunity to oppose a hostile fleet ascending the river. By a proclamation issued March 30, 1791, the President announced that the Federal District had been located. This was ten

miles square, lying on both sites of the river, about two-thirds being in Maryland, the remainder in Virginia, the cities of Alexandria, Va., and Georgetown, Md., being included.

The chosen district was partly woodland, marsh and hills, partly under cultivation, most of the farm land being the property of four men, one of them, of whom Washington spoke as "the obstinate Mr.

would you have been worth if you had not married the widow Custis?"

Georgetown, two miles west of the White House, was separated from the new city by what a Connecticut member described as "a deep morass covered with alder bushes," but has long since been absorbed. The first meeting of Congress was held here in November, 1800, the archives of the Government and all the employes, the

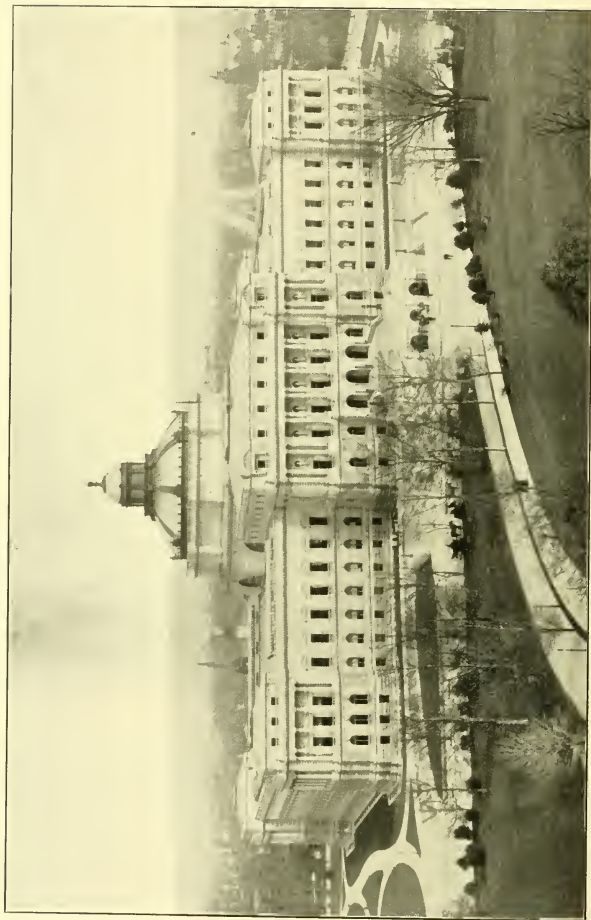


THE HOUSE OF REPRESENTATIVES.

Burns," a surly Scotchman, owned the ground where the White House, Treasury and State, War and Navy buildings now stand, and many a warm debate did Washington have with Burns in endeavoring to have him donate land for streets or buildings.

It is said that Washington lost his temper once and asked "what would your land have been worth if we had not put the Capital here?" and Burns replied, Yankee like, with another question, "and what

latter numbering fifty-four, having been brought from Philadelphia on a couple of sloops. The little village in the woods, with swamps and muddy roads, bore little resemblance to the magnificent city of today, with stately mansions, marble and granite office buildings, and hundreds of miles of wide streets and avenues bordered with trees, paved with concrete, and provided with numerous parks, many of them adorned with fountains or statues. One can imagine the disgust of the statesmen



NATIONAL LIBRARY, OR LIBRARY OF CONGRESS.

who being unable to secure rooms in the little village were compelled to go to Georgetown, a stage-coach making trips through mud or dust for their accommodation. Virginia and Maryland had voted liberal sums to erect the necessary buildings, including the palace, as the White House was called, but this proved insuf-

from which they were debarred by the annexation, started a movement to have the Virginia portion restored to the State. There did not seem to be any need of this territory for Federal purposes, and at a special election held to determine the wishes of the people, of 985 votes cast, 763 were in favor of again becoming Virginians, and



ENTRANCE, NATIONAL LIBRARY.

ficient, and in 1796 the State of Maryland loaned \$100,000, and three years later \$150,000 more, to complete the structure.

In 1846 the residents of the Virginia side of the river, which had received but few improvements from the Government, and among whom were men anxious to take part in the political struggles of the country,

Congress passed an Act of Retrocession in that year.

In arranging the streets an original system was used. Extending from the Capitol are North, South and East Capitol streets. The streets running North and South are numbered, beginning with 1st on each side of the North and South Capitol streets, while those extending East and

West are lettered, beginning with "A" on each side of East Capitol Street. This divides the city into four sections known as "Northeast," "Northwest," "Southeast," and "Southwest." Hence, there is an "A" Street for each section, and the same holds good in the numbered streets.

The Philadelphia plan of numbering buildings is followed, and to one familiar with the plan it is easy to estimate the distance between given points. No. 1210 F Street, for instance, would be between 12th and 13th streets, while 1210 7th Street, would be between M and N streets. If a person on the corner of 9th and F streets N. W., wants to go to 1210 F Street N. W., he goes west, three blocks. But if he wants to go to 1210 F Street N. E.,

stateliest and most harmonious buildings in the world. Of white marble, on a hill overlooking the city, 751 feet by 350 feet, surmounted by a dome 287 feet above the base, crowned by a figure of Liberty, 19 feet 6 inches high, it is an impressive structure. The original dome was of wood, covered by copper, but in 1856 the present structure of iron was begun, and during the Civil War, possibly for the moral effect, work steadily progressed, and it was completed in 1865.

Some of the first troops arriving in 1861 were quartered in the Capitol, and immense ovens for baking bread were installed in the basement. The city was surrounded by forts and batteries, a line of trenches twenty miles long being manned by



THE JACKSON MONUMENT.

he has the nine blocks to the Capitol, and then twelve more East to travel. The system is simple except where the Avenues intersect the Streets, when it is sometimes puzzling. The Avenues, named from the States, run diagonally. For instance, at Thomas Circle, four streets and avenues branch out, like spokes in a wheel, on either side, and it is easy to take the wrong street after passing around the Circle.

The corner stone of the Capitol was laid in 1793. The wings were first completed, a wooden passage-way connecting them, and about \$750,000 had been expended, when it was partially destroyed by the British in 1814. Four years later the central part was begun, and improvements have been made until now, standing in the midst of spacious grounds, it is one of the

thousands of infantry and containing 1,120 guns.

In the building, besides the two branches of Congress and most of the Committee rooms, is the meeting place of the Supreme Court, this being the old Senate Chamber. The walls of the rotunda, 97 feet 6 inches in diameter, bear a number of historical paintings, while high above is a frieze in bas relief by the celebrated Italian fresco painter, Brumedi, who unfortunately died before completing the panels. The galleries surrounding the Senate Chamber will seat 1,000, and the House galleries are larger; the original meeting place of the House is used for a hall in which are displayed statues of deceased statesmen or soldiers, each State being requested to contribute two of its most eminent citizens.

Superb office buildings are now in course of erection on either side of the Capitol for the use of the members of the two branches.

The residence of the President was defaced by fire by the British invaders in 1814, and when restored was painted white,

added, providing offices, and while it has suffered architecturally the comfort of the occupants has been increased. It is said that Mrs. Adams, the wife of the first President to occupy the "White House," used the east room, 80 x 40 feet, and 22 feet high, in which to dry the family laundry.



GRAND STAIRCASE, NATIONAL LIBRARY.

and while officially known as the Executive Mansion, has always been popularly designated as the "White House," and soon after Mr. Roosevelt became its occupant, he ordered that the name should be formally changed to "White House." This building was little altered for many years, but recently commodious wings have been

In municipal government, as in many other things, the District differs from other cities, Congress standing in place of the Common Council. Several plans were tried, including a Board of Commissioners chosen by Congress, and a Legislature elected by the people, but in 1878 the present method was adopted. Three Commissioners are

chosen by the President and confirmed by the Senate. One of these is an officer of the Engineer Corps of the Army, the others are civilians, bona fide residents of the District of different political parties.

The branches of the administration are divided among the Commissioners, the

Commissioners and explained. In lieu of a tax on the public property the general government pays one-half the expenses of the District, and all estimates for expenditures of the District are submitted to the Secretary of the Treasury and are revised in his office and sent to Congress.



MARBLE ROOM AT THE CAPITOL.

Engineer officer assuming charge of the sewers, water, etc. The residents of the different localities form themselves into associations where the needs and desires of the section are discussed, and when a resolution asking for something is passed, it is forwarded or taken by a committee to the

Each branch has a Committee on the District of Columbia. The House Committee first examines these estimates, calling on the Commissioners for explanation; on being approved by them and passing the House, the bill goes to the Senate, where the same course is pursued, and, on being

passed, it is necessary for the bill to receive the President's signature before a cent is available for any need, however pressing, although there may be hundreds of thousands of dollars in the Treasury to the credit of the District.

This method has some disadvantages, but on the whole is satisfactory, although, of course, there are men who are restive under a condition which prevents them from taking an active part in shaping local affairs and who talk of taxation without representation, etc., but the affairs of the city are well conducted, in fact, it sometimes seems as though the District was too much governed.

The first railroad to enter the District was the Baltimore & Ohio, which was extended from Baltimore in 1835 and thence westward through Virginia. During the Civil War this was the only road connecting the city with the outside world, and a favorite diversion of the Southern cavalry was to tear up the track and burn the bridges and rolling stock.

The road transported thousands of troops and millions of tons of supplies, and the manner in which this business was conducted remains one of the marvels of railroading, and has never been excelled, if equalled. Many difficult and important movements could not have been made without this efficient aid.

Recently there has been a movement among the merchants to make this more of a business and manufacturing city. This effort is opposed by many, who, having assured incomes, think this should be a city devoted entirely to Government affairs and residences. Conflicting opinions are expressed as to what Washington and Jefferson and other founders of the city intended, but no one can speak for the wishes of these men by authority. The statement that no votes are cast here may need an explanation. The employees of the Government from the States are considered by law to be here temporarily on Government business and retain their legal residence at their former homes, but there is a large population who, for various reasons, are not citizens of any State. Although the District has no voice in the electoral college, by some strange freak each of the two great parties has a member of the National Committee and sends two delegates to the National Nominating Conventions, and there is much strife for these empty honors.

The negro population is large and principally of one faith, and it is generally arranged to send one white and one colored man to the conventions of that party, and the choosing of these men is a time of excitement. Much trading is done and after the conflict there are many charges of broken faith and selling out (most of them probably true), and there is usually a contest for the National Committee to settle.

There are no registration laws and there seems to be no reason why one should not vote as often and at as many places as he wishes, or why a candidate cannot hire as many men as he can afford to vote continuously for him while keeping the other fellows away. One of these election days is a busy one for the police and enough votes are returned for a city of several times the size. The other party does not cast so many votes, and while their conventions cannot be recommended to a peace-loving man in search of quiet, there is not so much open violence, although the columns of the papers are filled for days with charges, counter charges and explanations.

When the District became National property, it was provided that in the absence of special legislation on any subject the laws of the State from which taken should govern.

Being parts of both Maryland and Virginia some confusion arose on occasions, as the laws differed in some respects and finally a code was adopted by Congress for the District, and there is now a bench of District judges, a police court and a juvenile court.

The city has become an educational center. Georgetown College, the oldest Jesuit college in America, was begun in 1788, and pupils were received in 1791—the ancient brick building still stands, but a magnificent granite structure stands beside it. A nuns' school was opened in Georgetown in 1790. North of the Capitol, on the outskirts of the city, is the Catholic University, destined to be one of the greatest in the world, and here may be found representatives of many of the Catholic orders.

There are a number of colleges which are well supported. The embryo doctors have the advantage of access to the great libraries and the Medical Museum of the Government, while the law students in addition to the libraries can visit Congress

and hear the great leaders of the day discuss live questions, and the Supreme Court may be visited.

The first directory of the city was published in 1822. The houses were not numbered, but the residences were described as on a given side of the street between two streets, one entry reading "Mr. King (colored man) on the north side of G between 9th and 10th, opposite the graveyard."

The census of 1820 showed a population in the District of 33,039 of whom 10,425 were colored, 6,377 being slaves. Slavery was abolished in the District in 1862, some months before the proclamation of general emancipation.

Some of the houses of that day still stand, showing the slave quarters, and the last public slave pen was destroyed but a few

years ago. A local enumeration in May 1906, showed 326,435 residents, 95,018 being colored. The District contains several thriving villages which share the advantage of having the Capital for a neighbor and the Government for a partner.

There is but one Washington, and the residents can say in the words of Paul to the captain of the guard, "I am a citizen of no mean city."

With its broad, well-shaded streets, numerous parks embellished with fountains and statues, there being 29 of the latter, its imposing public buildings and beautiful homes, together with the Museums and Art Galleries, and many historic spots, no city in the land offers so many attractions to the visitor, and that this is well known is shown by the hundreds of thousands who yearly visit this National Center.



THE CAPITOL IS ONLY A FEW MINUTES WALK FROM THE BALTIMORE & OHIO STATION.



Renkin, Kellogg & Crane, Architects, Philadelphia, Pa.

BUILDINGS FOR THE DEPARTMENT OF AGRICULTURE, WASHINGTON, D. C.

THE NEW BEAUTIFUL GRANITE AND MARBLE BUILDINGS NEARING COMPLETION AT WASHINGTON.

CORRESPONDENCE TO SPRINGFIELD (MASS.) "REPUBLICAN."

SIX large and beautiful public buildings of white marble and white granite, representing improvements which will cost in the aggregate not far from \$30,000,000, are at the present moment taking form before the eyes of Washington. Within somewhat over a year the most imposing of the six, the new Union Station, is expected to be practically completed. To-day as their walls slowly rise and their great marble columns are put carefully in place, these buildings attract almost more attention from both the Washingtonian and the visitor to Washington than they will when they are actually finished, for there is always a tendency to accept as a mere matter of course that which has been already accomplished. Nowadays the visitor to the city who mounts Capitol Hill by the Senate side can look off to the north and see the broad, newly opened avenue leading to the Union Station, while beyond is to be seen the building itself, contrasting its white walls against the yellow soil of the broad plaza before it; but ere long the plaza will be smoothly paved, architecturally adorned with fountains and statues, and become the most splendid entrance or vestibule to any city or capital in the world. A year ago behind high sheltering fences part of the very ground of this big plaza was being created, for there was an immense task in filling in and raising the level and in sweeping away condemned buildings. In somewhat over a year more the plaza should be ready for the massing of troops and the military escort in honor of some one of the European monarchs a rumor of whose visit to the United States is from time to time flashed across the ocean.

The new Union Station is the first and most important tangible result of the agitation which was begun in 1901 for a more beautiful and symmetrical development of Washington in accordance with the earliest plans. The Baltimore & Ohio and Pennsylvania railroads co-operated with the park commissioners with unexpected breadth and liberality. An agreement was reached whereby the two roads should construct the station and approaches, and all the railways entering Washington would use the combined Union Station just north of the Capitol. This site near the Capitol is naturally advantageous as a center of distribution, but it has been greatly enhanced by the creation of a plaza 500 feet wide by about 1,000 feet long. Into this magnificent space come nine distinct streets, three of which are new and two of which are old streets whose directions have been slightly altered for a short distance by way of adjustment. The station thus lies at the center of just such a system of radiating avenues as would have been provided for it in Major L'Enfant's original plan of more than a century ago, had the railway station been at that time, as now, the one gateway to the city. Through these converging avenues large bodies of people can leave or enter the station without difficulty, while the plaza, with ample room for massing troops and spectators, affords adequate space for those public ceremonials that take place in front of the gateway of a city.

The station faces directly toward the dome over the center of the halls of Congress, half a mile distant, and will be treated in an architectural style in keeping with its character as the vestibule of



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BALTIMORE & OHIO RAILROAD
NOW NEARING COMPLETION, ONE BLOCK



STATION, WASHINGTON, D. C.
HALF NORTH OF THE PRESENT STATION.

By permission of Harper's Weekly.

the capital. So many of the government buildings in Washington have taken their architectural inspiration from Greece and Rome that a freely interpreted classic may be said to have become the recognized architecture for public buildings in Washington. And it is in view of the function of the new union station as the one gateway of the capital that its architectural motives have been drawn from the triumphal arches of Rome. The plaza itself, sloping gently away from the station, will be decorated with balustrades and fountains, and a terrace separating it from the forecourt, about 100 feet wide, surrounding the building itself.

The station building proper is built of white granite. The three entrance arches, fifty feet in height, far exceed in scale their Roman prototypes. These central doorways lead into a vaulted open-air vestibule and thence into the main waiting-room.

high, and decorated with sunken coffers or panels after the manner of the baths of Diocletian. It is lighted by a semicircular window 75 feet in diameter at each end, and by five semicircular windows of 30 feet diameter on each side. Not even imperial Rome, at her greatest, possessed a hall of such proportions. Around this hall are grouped the dining-room, lunch-room, telephone, telegraph, parcel-room, smoking-room and women's waiting-room, while the ticket offices and baggage-room are on opposite sides of a lobby 50 feet wide and 58 feet high opening directly from the waiting-room.

The cost of this entire improvement will be about \$14,000,000.

THE MAGNIFICENT NEW CONGRESSIONAL OFFICE BUILDINGS.

On the two sides, north and south, of the Capitol, there will stand completed in



THE NEW NATIONAL MUSEUM.

The 40-foot arches of the end pavilions are both carriage entrances. The one toward the east is for official use, and leads to a suite of apartments exclusively for the President and the guests of the nation. The central vestibule and end pavilions are connected by an open-air portico or loggia with railway offices in the second story above. The portico and the vestibules together constitute a continuous covered porch running along the front of the entire building, affording at every point protection from the elements. No matter at what point one approaches the building one can at once be under cover—no insignificant matter in a building measuring 1,100 feet on the sidewalk line of the front and two ends.

The general waiting-room, with a clear width of 130 feet and length of 220 feet, is covered by a Roman barrel vault 90 feet

a couple of years two identical buildings of white marble, which with the Capitol will form a symmetrical group. These two buildings will contain the offices of the senators and representatives. In exterior they are identical, but the building for the representatives is more cut up in the interior, owing to the necessity of providing for four times as many offices as are needed by the Senate. The limit of cost set by Congress for the building for the House was \$3,100,000; for the building for the Senate, \$2,500,000. The buildings are both designed in the form of a hollow square, or, that is, around an open courtyard. The principal architectural feature will be the splendid colonnade of white marble columns. Each building will contain a large dining room. The Senate building will contain ninety-nine office suites of two rooms, and ten single offices and six

committee rooms, besides a conference room. The House building will contain 410 offices, necessarily much smaller than those of the Senate. The present membership of the House is 391, so that the office building can accommodate an increase of nineteen. Another feature of the House office building will be an assembly or caucus room. Where largely attended committee hearings or party caucuses can be held. It is probable that each of the two buildings will be connected by underground passage way with the Capitol.

The exterior of the buildings is classic in design. It suggests in its general division of parts the *Garde Meuble* on the *Place de la Concorde*, Paris, while the pavilions are modeled on those of the *Colonnade du Louvre*. When the Senate office building is completed—the House building is further advanced—it will be seen that the two office buildings and the Capitol itself make one composition. In designing the two office buildings, this object was constantly kept in mind. Not only are the two buildings, each occupying the same position in relation to the Capitol, identical in size and design, but their height has been restricted that they may not overpower the Capitol. They have been kept simple in design, without pediments, domes or other accentuated points of architectural interest, any of which, it was felt, might detract from the effect of the Capitol building. This does not mean that the office buildings will be uninteresting. The long colonnades will be very impressive and the pavilions will be full of interest, while any one who studies the buildings at close range will find sufficient ornament and other detail judiciously placed so as to heighten the general effect. The long unbroken cornice lines of the office buildings, leading up naturally to the Capitol building and from thence to the great dome, the crowning and dominating unit in the group, will all conduce to the desired effect of making the Capitol building more imposing and effective.

THE NEW NATIONAL MUSEUM.

Down on the edge of the Mall and near the present building of the Smithsonian Institute the white granite walls of the immense new National Museum are slowly taking shape. This will be the largest public building in Washington with the single exception of the Capitol, and will

probably be the largest as well as the finest museum building in the world. An idea of its size will be gained from the fact that it will have over ten acres of floor space, over twice that of the present building. The design for the new building has several times been changed, and Congress from the first was reluctant to appropriate a sufficient amount of money. The final appropriation of \$3,500,000 is relatively small when the size and nature of the building are considered, and it has made necessary a simple design free from elaborate ornamentation. But the classic lines and proportions of the structure have been so planned that it will be of great dignity. The building, which will be absolutely fireproof, is designed in the shape of a broad T, with three wings diverging at right angles from a splendid rotunda capped with a dome. The building will be built of carefully-selected granite laid in ashlar courses. The warm gray granite, usually called pink, which comes from the quarries at Milford, Mass., has been chosen for the basement. For the first and second stories has been chosen the pure white granite from the quarries at Bethel, Vt., and for the upper story the white granite from Mount Airy, N. C. With this splendid new building the priceless collections of the National Museum, long overcrowded, will at last be properly housed and will undoubtedly better attract the interest of the average visitor to Washington. The educational value of these collections is rarely appreciated at its full. The new building will have a frontage of 562 feet and a depth of 360 feet, while the height of the stonework above the basement will be 79 feet. It is expected that the building will be ready for occupancy in about two years.

THE NEW AGRICULTURAL DEPARTMENT BUILDING.

The new Agricultural Department Building, also of white, will be the first of the new buildings to be located on the south side of the Mall. Its site had already been selected when discovery was made that it conflicted with the plan which the Park Commissioners had prepared for the development of the city and for the location of the public buildings, which in their white dignity are intended one day to line the splendid Mall with its trees and driveways. How much the Agricultural Building will

finally cost is uncertain, for another appropriation will be necessary to complete the design as shown in the accompanying illustration. It was found that the meager appropriation already made would suffice only for the wings, and these are now being completed, leaving for the future the construction of the Administration Building in the center with its imposing dome. Large as is the building—it will have a frontage of 750 feet—it is already apparent that the agricultural department is growing so tremendously that the building will be far from providing sufficient accommodations.

THE NEW MUNICIPAL BUILDING.

One of the most imposing of the new structures will be the white marble and granite Municipal Building which is being erected on the corner of Pennsylvania Avenue diagonally opposite the new Willard Hotel. This building, which will contain the offices of the Commissioners of the District of Columbia, and otherwise house the municipal government of Washington, will cost \$2,500,000, and while not as large as some of the city halls in the biggest of our American cities, will be

perhaps the finest of them all, both as regards its architectural effect and its interior equipment. The building is designed in the style of the French renaissance, and the feature which will most attract the eye is the colonnade of marble columns, fifty-four in all, which adorns each of the four facades. These columns are forty feet high. The facades themselves, as well as the columns, are of white marble, which comes from South Dover, L. I. The base of the building is of white granite. Surrounding the building at the height of the fifth story will be a series of twenty-eight marble statues. These statues, which are allegorical, representing justice, statesmanship, etc., are by a young Italian sculptor, Adolfo de Nesti, and are considered remarkably fine by good art critics. The building will have a frontage of 243 feet on Pennsylvania Avenue and will be of five stories and a basement, containing altogether 205,000 feet of floor space, or about five acres. It is particularly to be noted that although Pennsylvania Avenue at this point is fully twice as wide as Main Street in Springfield, the height of this Municipal Building has been limited to 100 feet. The building is now more than half completed.



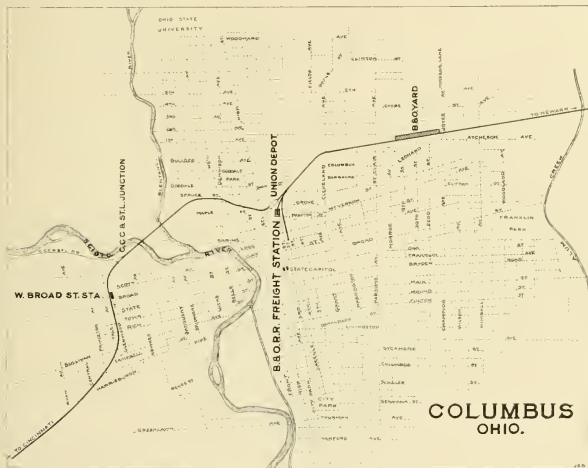
THE BALTIMORE & OHIO SYSTEM AND ITS INTERESTS IN COLUMBUS, OHIO.

THE Baltimore & Ohio System has two freight stations in the City of Columbus, one known as Columbus and the other as West Broad Street.

The Columbus freight station, situate at Third and Naghten Streets, occupies practically the best location in the city for the receipt and delivery of merchandise freight, the principal wholesale district being immediately tributary thereto. The station

in length. The freight houses are fitted with rolling steel doors, platform scales, and the appointments generally are modern in every respect.

The team tracks at this terminal provide for the placing of eighty-five cars. The driveways are wide, well paved and very convenient for the receipt and delivery of freight. Wagon scales have been installed in the yard facing on Naghten Street for the



building is comparatively new, having been completed in the latter part of the year 1905. It is 580 feet in length, exclusive of the office, and 138 feet in width, being comprised of both in and out bound freight houses. The station contains four tracks, two on each side of the transfer platform between the in and out bound houses.

These tracks have a total capacity of sixty-six cars. At the north end of both houses there are open platforms 100 feet

convenience of shippers or consignees who may desire to weigh carload or less than carload freight in this manner. A traveling electric crane with a capacity of twenty-five tons, equipped with high and low speed, has been established at the north end of our team tracks, providing desirable facilities for the loading, unloading or transfer of heavy articles. The freight station, team tracks, electric crane and wagon scales furnish ample facilities for the receipt and

delivery of freight traffic. This terminal is practically level with Naghten Street and the haul therefrom is at grade in all directions. These facilities are very attractive to the transfer companies and teamsters and are constantly growing in popularity with the patrons of the Company. The track from this terminal, extending along Lazelle Street to Long Street, provides very convenient deliveries to warehouses located on Lazelle Street.

The terminals at West Broad Street provide for the receipt and delivery of carload

and less than carload freight in the western part of the city.

In addition to the facilities above mentioned, there are outlying team tracks, and under the terms of the interchange switching arrangement in effect at Columbus practically all industries having private sidings connecting with the rails of other Columbus lines are reached.

All passenger trains arrive at and depart from Union Station on High Street, and all street car lines either pass or transfer to the station.





Stub Ends of Thought

By ARTHUR G. LEWIS.



THE only mind impossible of development is that of the egotist ignorant of his ignorance.

THE veneer of wealth may conceal the deficiency of good birth, provided such people preserve their self-control and hold their temper.

REAL business ability demands that we shall master system, and not enslave ourselves to that condition.

THERE is no deception on earth so mean and unmanly as self deception.

LET every one of us apply the microscope to our own short-comings before we attempt to diagnose our fellows' faults.

THE pearls that we cast before swine generally cost us more than the same value properly appreciated elsewhere.

How small some of us appear in the eyes of others, compared with the distorted vision that presents itself in the mirror of our own conceit.

It is, as a rule, more easy to convince a skeptic than to undeceive a fool.

THOSE that endeavor to minimize the minds and morals of others, can only expect to excite ridicule and contempt against themselves in the opinions of justice and reason.

THERE is a wanton waste of sentiment in the to-morrow of remorse, that might have been appreciated in the thoughtfulness of to-day.

How many of us are crucified upon the cross of what we believe to be right, in the face of our own despair.

THE world's stage holds out no applause for those who dare to exceed the expectations of others in the same cast.

THE warm, strong hand of labor and love covers all the best parts of the world and represents everything divine in human character.

ONLY those that have been wounded can bind with tenderness and understanding towards others in pain.

"HOPE."

BY ARTHUR G. LEWIS.

Hearts that love in silence,
Like flowers that bloom unknown,
Often in their hopelessness
Fade and die alone.

Save that sometime somewhere,
As sunshine gleams through rain,
Hearts that loved in silence
May somewhere love again.

"STUB ENDS OF THOUGHT" in book form, bound in silk cloth (104 pages), may be obtained from the author Arthur G. Lewis, Norfolk, Va. Price \$1.00, postpaid.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON, BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE FEBRUARY 3, 1907.										
EASTWARD										
	No. 504 DAILY	No. 526 EXCEPT SUNDAY 8 HOUR	No. 522 SUNDAY	No. 528 EXCEPT SUNDAY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 8 HOUR	No. 508 DAILY	No. 516 DAILY	No. 514 DAILY	No. 512 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM
Lv WASHINGTON	7.00	9.00	9.00	11.00	1.00	3.00	5.00	8.00	11.30	2.57
Lv BALTIMORE, CAMDEN STATION	7.55	9.55	9.55	11.55	1.55	3.45	6.00	9.00	12.39	3.51
Lv BALTIMORE, MT. ROYAL STATION	8.00	9.54	9.57	11.54	1.59	3.52	6.05	9.05	12.44	3.56
Ar PHILADELPHIA	10.15	11.52	12.11	2.02	4.05	5.50	8.19	11.45	3.06	6.00
Ar NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.15	6.30	8.00	10.40	3.20	6.40	8.32
Ar NEW YORK, 230 STREET	12.45	2.10	2.40	4.25	6.45	8.10	10.50	6.33	6.33	8.43

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE NOVEMBER 25, 1906.										
WESTWARD										
	No. 555 DAILY	No. 517 EXCEPT SUNDAY	No. 505 DAILY	No. 501 DAILY	No. 507 DAILY	No. 527 DAILY 8 HOUR	No. 509 "ROYAL LIMITED" DAILY 8 HOUR	No. 503 DAILY	No. 511 DAILY	
	PM	AM	AM	AM	AM	PM	PM	PM	PM	
Lv. NEW YORK, 230 STREET	11.60	7.50	9.50	11.60	1.50	3.60	6.50	6.50	6.50	
Lv. NEW YORK, LIBERTY STREET	1.30	8.00	10.00	12.00	2.00	4.00	6.00	7.00	7.00	
Lv. PHILADELPHIA	4.15	8.30	10.17	12.30	2.17	4.15	6.12	8.35	9.21	
Ar BALTIMORE, MT. ROYAL STATION	6.45	10.51	12.13	2.43	4.15	6.09	8.05	10.55	11.23	
Ar BALTIMORE, CAMDEN STATION	6.50	10.55	12.17	2.47	4.20	6.13	8.13	11.00	11.27	
Ar WASHINGTON	7.50	11.45	1.12	3.50	6.20	7.00	9.00	12.10	12.22	

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST AND SOUTHWEST.

WESTWARD										
	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 EXPRESS LIMITED	No. 15 EXPRESS DAILY		
Lv. NEW YORK, 230 STREET	9.50 AM	11.50 AM	N 3.50 PM	6.50 PM	7.50 AM	11.50 PM	6.50 PM	NOTE.		
Lv. NEW YORK, LIBERTY STREET	10.00 AM	12.00 PM	N 4.00 PM	6.00 PM	8.00 AM	1.30 PM	7.00 PM			
Lv. PHILADELPHIA	12.00 PM	2.17 PM	N 4.15 PM	6.35 PM	1.17 PM	4.15 PM	9.21 PM			
Lv. BALTIMORE, MT. ROYAL STATION	2.43 PM	4.15 PM	8.00 PM	10.55 PM	12.13 PM	6.45 AM	11.23 PM			
Lv. BALTIMORE, CAMDEN STATION	3.00 PM	4.30 PM	8.00 PM	11.10 PM	12.23 PM	7.00 AM	11.32 PM			
Lv. WASHINGTON	4.05 PM	5.30 PM	9.10 PM	12.40 AM	1.22 PM	8.00 AM	12.30 AM			
Ar. DEER PARK HOTEL					7.13 PM					
Ar. PITTSBURG			6.45 AM		9.42 PM	5.05 PM	8.50 AM	Lv. 6.40 PM		
Ar. CLEVELAND		5.35 AM	12.00 PM			10.00 PM		Lv. 10.00 PM		
Ar. WHEELING (EASTERN TIME)		5.35 AM				7.40 PM		Lv. 6.00 PM		
Ar. COLUMBUS (CENTRAL TIME)		8.45 AM				7.45 PM		9.60 PM		
Ar. CHICAGO		5.15 PM			9.45 AM	7.45 AM		7.45 AM		
Ar. CINCINNATI	8.05 AM			6.35 PM		11.50 PM				
Ar. INDIANAPOLIS	10.55 AM			8.30 PM		7.10 AM				
Ar. LOUISVILLE	11.50 AM			7.25 PM		1.40 PM				
Ar. ST. LOUIS	6.27 PM			6.30 AM						
Ar. CHATTANOOGA	6.15 PM			8.15 AM						
Ar. MEMPHIS				8.10 PM						
Ar. NEW ORLEANS	8.45 AM									

Through Pullman Sleepers to all points. * Except Sunday. N—Connection east of Philadelphia is made with No. 509, "Royal Limited." Note.—Direct connection at Cumberland with Train No. 55 from points east.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EASTWARD										
	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM. DAILY	No. 14 EXPRESS DAILY			
Lv. CHICAGO			5.30 PM	10.40 AM			8.30 PM			
Lv. COLUMBUS				7.00 PM						
Lv. WHEELING (EASTERN TIME)		6.00 PM		12.25 AM			10.60 AM			
Lv. CLEVELAND			11.30 PM		3.00 PM					
Lv. PITTSBURG			8.00 AM		9.30 PM					
Lv. ST. LOUIS	* 9.00 AM	1.45 AM				* 6.30 PM	1.15 PM			
Lv. LOUISVILLE	2.10 PM	8.10 AM				9.29 PM				
Lv. INDIANAPOLIS	* 2.55 PM	7.30 AM				2.50 AM				
Lv. CINCINNATI	* 6.35 PM	12.10 PM				8.00 AM				
Lv. NEW ORLEANS		8.40 PM				8.05 PM				
Lv. MEMPHIS						1.00 PM				
Lv. CHATTANOOGA	5.20 AM	10.30 PM								
Lv. DEER PARK HOTEL			10.15 AM							
Ar. WASHINGTON	12.40 PM	6.30 AM	4.42 PM	12.30 PM	6.41 AM	2.42 AM	10.25 PM			
Ar. BALTIMORE, CAMDEN STATION	1.47 PM	7.50 AM	5.50 PM	1.47 PM	7.50 AM	3.47 AM	11.30 PM			
Ar. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	6.05 PM	1.59 PM	8.00 AM	3.55 AM	12.44 PM			
Ar. PHILADELPHIA	4.05 PM	9.15 AM	9.12 PM	4.05 PM	10.15 AM	5.00 PM	3.05 AM			
Ar. NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 PM	6.30 PM	12.35 PM	8.32 AM	6.40 AM			
Ar. NEW YORK, 230 STREET	6.45 PM	12.45 PM	10.50 PM	6.45 PM	12.45 PM	8.43 AM	6.33 AM			

Through Pullman Sleepers from all points. * Daily. † Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR" BETWEEN WASHINGTON AND BALTIMORE.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

- No. 512. Drawing Room Sleeping Car from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia. Dining Car, a la carte, Philadelphia to New York.
No. 504. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.
No. 526. Five Hour Train. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Philadelphia to New York.
No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.
No. 528. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.
No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.
No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Dining Car, table d'hôte, Philadelphia to New York. No extra fare other than regular Pullman charge.
No. 506. Drawing Room Parlor Car Washington to New York. Dining Car a la carte, Baltimore to Philadelphia.
No. 514. Separate Pullman Sleeping Car Washington and Baltimore to New York.

WESTWARD.

- No. 555. Separate Pullman Drawing Room Sleeping Cars to Baltimore, Washington and Cincinnati. Dining Car, a la carte, Baltimore to Washington.
No. 517. Drawing Room Parlor Car Philadelphia to Washington.
No. 505. Drawing Room Sleeping Car New York to Chicago. Dining Car, a la carte, New York to Philadelphia.
No. 501. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.
No. 507. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.
No. 527. Five Hour Train. Drawing Room Buffet Parlor Car New York to Washington.
No. 509. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hôte, New York to Washington. No extra fare other than regular Pullman charge.
No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.
No. 511. Drawing Room Parlor Car New York to Philadelphia. Drawing Room Buffet Sleeping Car New York to Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling, Columbus, Cleveland, Chicago, Cincinnati, Indianapolis, St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

- No. 1. Cincinnati-St. Louis Limited. Drawing Room Sleeping Car New York to St. Louis. Drawing Room Sleeping Car New York to Cincinnati. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.
No. 7. Chicago Express. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.
No. 9. Pittsburg Night Express. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.
No. 3. St. Louis Express. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.
No. 11. "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Conneville to Pittsburg.
No. 5. "Chicago Limited." Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Washington to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve all meals.
No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Buffet Drawing Room Sleeping Car Wheeling to Chicago. Buffet Drawing Room Sleeping Car Cleveland to Chicago. Buffet Parlor Car Baltimore to Pittsburg.
No. "555-55-5." The Daylight Train. Drawing Room Sleeping Car New York to Cincinnati. Buffet Parlor Car Baltimore to Pittsburg. Parlor Car Cumberland to Wheeling. Breakfast on Dining Car. Dinner at Cumberland. Dining Cars Parkersburg to Cincinnati and Flora to St. Louis.

EASTWARD.

- No. 2. St. Louis-New York Limited. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Louisville to Washington. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.
No. 4. Cincinnati-New York Limited. Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.
No. 6. Chicago-New York Limited. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.
No. 8. Chicago-New York Express. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals except breakfast at Cumberland.
No. 10. Night Express. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.
No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Conneville and Philadelphia to New York. Dining Car Cincinnati to Parkersburg.
No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Buffet Drawing Room Sleeping Car Chicago to Cleveland. Buffet Parlor Car Pittsburg to Baltimore.
No. 14. Buffet Drawing Room Sleeping Car Chicago to Wheeling. Parlor Car Wheeling to Cumberland.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines may be had at the Offices of the Company, as follows:

AKRON, OHIO, Union Station, C. D. HONABLE, Ticket Agent. Howard Street, U. S. G. APLEY, Ticket Agent.
BALTIMORE, N. Y., Cor. Charles and Baltimore Streets, New B. & O. Building, G. D. CRAWFORD, City Ticket Agent; G. W. SQUIGGS, City Passenger Agent; B. F. BOND, Special Agent; G. W. PAINI, Passenger Agent. Camden Station, E. R. JONES, Ticket Agent. Mt. Royal Station, A. G. CROMWELL, Ticket Agent.
BELLAIRE, OHIO, J. F. SHERREY, Ticket Agent.
BOSTON, 360 Washington Street, J. B. SCOTT, New England Passenger Agent; T. K. RUTH, Traveling Passenger Agent; E. F. BAEREY, Ticket Agent.
BROOKLYN, N. Y., 343 Fulton Street, T. H. HENDRICKSON, Ticket Agent.
BUFFALO, N. Y., 210 Ellicott Square.
BUTLER, PA., Wm. TURNER, Ticket Agent.
CANTON, OHIO, S. S. C. MCGREW, Ticket Agent.
CHESTER, PA., J. B. WINTERS, Ticket Agent.
CHICAGO, 214 Clark Street, Grand Pacific Hotel, W. W. PICKING, District Passenger Agent; H. W. MCKEWIN, City Ticket Agent. General Passenger Office, Merchants' Loan & Trust Building, W. A. PRESTON, Traveling Passenger Agent. Grand Central Station, Corner Harrison Street and 5th Avenue, F. J. EDDY, Ticket Agent. Auditorium Annex, 15 Congress Street, F. E. SCOTT, Ticket Agent.
CHILLICOTHE, OHIO, J. H. LARRABEE, Traveling Passenger Agent, B. & O. S.-W.
CINCINNATI, OHIO, B. & O. S.-W., 430 Walnut Street (Traction Bldg.), C. H. WISMAN, District Passenger Agent; G. A. MANN, City Ticket Agent; H. C. STEVENSON, Passenger Agent. Central Union Station, E. REISING, Station Passenger Agent; J. F. ROLF, Depot Ticket Agent.
CITY OF MEXICO, MEX., D. BANKHARDT, Agents General, B. & O. S.-W., Apartado 2100.
CLEVELAND, OHIO, 341 Euclid Avenue, M. G. CARREL, Division Passenger Agent; GEO. A. ORR, Traveling Passenger Agent; F. E. GIBSON, Ticket Agent. South Water Street Station, A. N. DIETZ, Ticket Agent.
COLUMBUS, OHIO, 13 South High Street, W. W. TAMAGUE, Ticket Agent. Union Depot, E. PAGELES, Ticket Agent.
CONNELLVILLE, PA., C. W. ALLEN, Traveling Passenger Agent; H. L. DOUGLAS, Ticket Agent.
COVINGTON, KY., 402 Scott Street, G. M. ABBOTT, Ticket Agent.
DALLAS, TEXAS, J. P. ROGERMAN, Traveling Passenger Agent, B. & O. S.-W.
DENVER, COLO., S. M. SHATTUC, Traveling Passenger Agent, B. & O. S.-W., 297 Century Building.
HARPER'S FERRY, W. VA., G. R. MARQUETTE, Ticket Agent.
KANSAS CITY, MO., Box 264, A. C. GOODRICH, Traveling Passenger Agent, B. & O. S.-W.
LOS ANGELES, CAL., Room 406 Grosse Building, PETER HARVEY, Pacific Coast Agent.
LOUISVILLE, KY., B. & O. S.-W., 4th and Main Sts., R. S. BROWN, District Passenger Agent; J. O. ELGIN, City Passenger Agent. EVAN PROSSER, Traveling Passenger Agent, J. H. DORSEY, City Ticket Agent. 7th St. Station, A. J. CRONE, Ticket Agent.
MANSFIELD, OHIO, C. W. JONES, Ticket Agent.
MARIETTA, OHIO, G. M. PAYNE, Depot Ticket Agent, M. F. NOLL, City Ticket Agent, First National Bank Building.
MASSILLON, OHIO, W. H. RUCH, Ticket Agent.
NEWARK, OHIO, F. P. COPPER, District Passenger Agent; F. O. BARTHOLOMEW, Ticket Agent.
NEW CASTLE, PA., R. L. TURNER, Ticket Agent.
NEW YORK, 431 Broadway, LYMAN MCCARTY, Assistant General Passenger Agent; ROBERT SKINNER, Traveling Passenger Agent; H. B. FAROAT, City Passenger Agent; E. D. AINSIE, Ticket Agent. 1300 Broadway, S. R. FLANAGAN, Ticket Agent; No. 6 Astor House, A. J. OESTERLA, Ticket Agent. 245 Broadway, THOS. COOK & SON, Ticket Agents. 108 Greenwich Street, FRANK ZOTTI, Ticket Agent. 25 Union Square, West, RAYMOND & WHITCOMB, Ticket Agents. 391 Grand Street, HYMAN WERNER, Ticket Agent. Stations, foot of West 23d Street, and foot of Liberty Street, N. R.
NORFOLK, VA., 10 Granby Street, Atlantic Hotel, ARTHUR G. LEWIS, Southern Passenger Agent; L. L. SPERRY, Ticket Agent.
PARKERSBURG, W. VA., J. MCC. MARTIN, Traveling Passenger Agent; C. J. PROUDFOOT, Ticket Agent; J. W. JONES, Ticket Agent (Ohio River).
PHILADELPHIA, 831 Chestnut Street, BERNARD ASHBY, District Passenger Agent; B. F. WILLIAMS, Traveling Passenger Agent; D. D. COURTNEY, Traveling Passenger Agent; C. D. GLADDING, Ticket Agent. N. E. Cor. 13th and Chestnut Streets, C. E. WATERS, Ticket Agent. 1005 Chestnut Street, RAYMOND & WHITCOMB, Ticket Agents. 3555 Market Street, UNION TRANSFER CO., Ticket Agents. 613-5 South 3d Street and 1146 North 2d Street, M. ROSENBAUM, Ticket Agent. Station, Cor 24th and Chestnut Streets, W. W. BAEREY, Ticket Agent.
PITTSBURG, 315 Park Building, J. P. TAGGART, Assistant General Passenger Agent; A. W. TIDDY, Traveling Passenger Agent, 403-5 5th Avenue, W. S. MILLER, City Ticket Agent; A. J. SMITH, City Passenger Agent. 506 Smithfield Street, J. V. MCCORMICK, Ticket Agent. 619 Smithfield Street, FRANK ZOTTI & Co., Ticket Agents. Station, Cor Smithfield and Water Streets, S. J. HUTCHISON, Ticket Agent.
SANDUSKY, OHIO, T. B. TUCKER, Ticket Agent.
SAN FRANCISCO, CAL., 203 Monadnock Building, PETER HARVEY, Pacific Coast Agent.
SPRINGFIELD, ILL., N. J. NEEL, Division Passenger Agent, B. & O. S.-W.
ST. LOUIS, B. & O. S.-W., 6th and Olive Streets, F. D. GILDERSLEEVE, Assistant General Passenger Agent; J. E. BOCHANAN, City Passenger Agent; L. L. HORNING, City Ticket Agent; L. G. PAUL, Station Passenger Agent; W. F. GEISERT, Traveling Passenger Agent; R. W. FRAENTHAL, Ticket Agent, Union Station.
ST. PAUL, MINN., R. O. HAASE, Traveling Passenger Agent.
TIFFIN, OHIO, W. C. FRASER, Ticket Agent.
VINCENNES, IND., W. P. TOWNSEND, Division Passenger Agent, B. & O. S.-W.
WASHINGTON, D. C., 1117 G Street, N. W., S. B. HEGE, District Passenger Agent; H. P. BALDWIN, City Passenger Agent; E. A. BATHMAN, Passenger Agent; H. R. HOWER, Ticket Agent. 619 Pennsylvania Avenue, W. V. FISKE, Ticket Agent. Station, New Jersey Avenue and C Street, S. E. EASTBURN, Ticket Agent.
WHEELING, W. VA., B. & O. Station, T. C. BURKE, Traveling Passenger Agent; A. L. IRWIN, Station Ticket Agent, McClure House, O. K. WOOD, City Ticket Agent.
WILMINGTON, DEL., Delaware Avenue Station, J. E. HITCH, Ticket Agent. 804 Market Street, W. FULTON, Ticket Agent, H. A. MILLER, Traveling Passenger Agent.
WINCHESTER, VA., T. B. PATTON, Ticket Agent.
YOUNGSTOWN, OHIO, JAMES AIKEN, Ticket Agent.
ZANESVILLE, OHIO, Jas. H. LEE, Ticket Agent.
EUROPEAN AGENTS, BALTIMORE EXPORT & IMPORT Co., Limited, 23, 24 and 25 Billiter Street, London, E. C.; 21 Water Street, Liverpool, England.

In addition to offices and depots named above, tickets over the B. & O. may be obtained at

TICKET OFFICES THROUGHOUT THE COUNTRY.

C. W. BASSETT, General Passenger Agent, Baltimore & Ohio Lines East, Baltimore, Md.
 B. N. AUSTIN, General Passenger Agent, Baltimore & Ohio Lines West, Chicago, Ill.
 D. B. MARTIN, Manager Passenger Traffic, Baltimore & Ohio R. R., Baltimore, Md.
GENERAL OFFICES: BALTIMORE & OHIO BUILDING

New York City

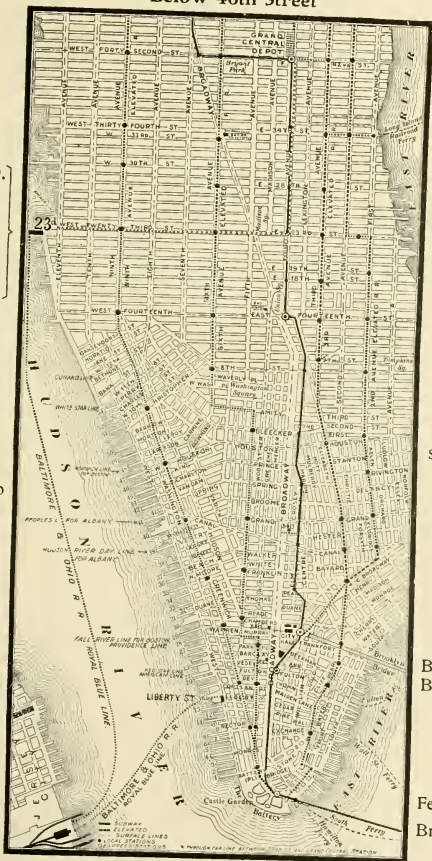
Below 46th Street

B. & O.
23d Street
Heart of the City

Steamship
Piers

B. & O.
Liberty Street
Financial District

Jersey
City



x
Through
Street Cars
between
23d St.
and
Grand
Central
Station
7 a. m. to 7 p. m.
weekdays

Black Line
Subway

.....
Dotted Line
Elevated

.....
Surface Line

•
Local
Station

⊙
Express
Station

Brooklyn
Bridge

Ferries
to
Brooklyn

LOWER HARBOR

Baltimore & Ohio

505-5

"New York-Chicago Limited"

No. 505	Leave NEW YORK, 23d Street	-	-	7.50 a. m.
	Leave NEW YORK, Liberty Street	-	-	8.00 a. m.
	Breakfast on Dining Car.			
	Leave PHILADELPHIA	-	-	10.17 a. m.
	Arrive BALTIMORE	-	-	12.17 noon
	Leave BALTIMORE	-	-	12.22 p. m.
	A la carte Luncheon on Dining Car.			
	Arrive WASHINGTON	-	-	1.12 p. m.
No. 5	Leave WASHINGTON	-	-	1.22 p. m.
	Arrive CUMBERLAND	-	-	5.12 p. m.
	A la carte Dinner on Dining Car.			
	Arrive CONNELLSVILLE	-	-	8.02 p. m.
	Arrive PITTSBURG	-	-	9.42 p. m.
	Leave PITTSBURG	-	-	10.00 p. m.
	Arrive AKRON	-	-	12.54 a. m.
	Leave CLEVELAND	-	-	11.30 p. m.
	Arrive CHICAGO	-	-	9.45 a. m.

Solid Vestibuled Train with splendid Day Coaches New York to Chicago. Pullman Drawing Room Sleeping Car New York to Chicago. Pullman Observation Parlor Car Washington to Pittsburg. Pullman Drawing Room Sleeping Car Pittsburg to Chicago. A la carte breakfast in Dining Car to Philadelphia. A la carte luncheon and dinner in Dining Car Baltimore to Pittsburg. A la carte breakfast in Dining Car Garrett to Chicago.

BALTIMORE & OHIO R. R.

"555 - 55 - 5"

THE "DAYLIGHT SPECIAL" TO

Pittsburg, Cincinnati, Cleveland and Chicago

New Solid Vestibuled Train of Splendid Day Coaches, Pullman Drawing Room
Sleeping Cars to Cincinnati, Buffet Parlor Car to Pittsburg, and Dining Cars

No. 555 Leave NEW YORK, 23d Street, . . . 11.50 p. m.
Leave NEW YORK, Liberty Street, . . . 1.30 Night

Sleeping Cars ready for occupancy at Jersey City at 10.00 p. m.

Leave PHILADELPHIA, 4.15 a. m.
Arrive BALTIMORE, 6.50 a. m.

New York-Baltimore Sleeper taken from train at Camden Station
and Buffet Parlor Car to Pittsburg attached.

Leave BALTIMORE, 7.00 a. m. **SUNRISE**

A la carte Breakfast on Dining Car.

Arrive WASHINGTON, 7.50 a. m.

New York-Washington Sleeper taken from train.

No. 55 Leave WASHINGTON, 8.00 a. m.
Arrive CUMBERLAND, 12.03 Noon.

Lunch at Queen City Hotel.
Parlor Car attached for Wheeling.

Leave CUMBERLAND, 12.20 p. m.

Arrive PITTSBURG, 5.05 p. m.

Arrive CLEVELAND, 10.00 p. m.

Arrive CHICAGO, 7.45 a. m.

Leave CUMBERLAND, 12.23 Noon.

Arrive WHEELING, 7.40 p. m. **SUNSET**

Arrive PARKERSBURG, E. T., . . . 7.20 p. m.

No. 5 Leave PARKERSBURG, C. T., . . . 6.25 p. m.

A la carte Dinner on Dining Car.

Arrive CINCINNATI, 11.50 p. m.

Before midnight, in time for electric cars to all parts
of the city and suburbs.

Leave CINCINNATI, 2.30 a. m.

Arrive LOUISVILLE, 7.10 a. m.

Arrive ST. LOUIS, 1.40 p. m.

Royal Blue Line

PERSONALLY CONDUCTED TOURS

ALL EXPENSES INCLUDED, FROM

BOSTON AND NEW YORK

TO

WASHINGTON

1907

LEAVING BOSTON

February	22	March	8 and 22
April	5 and 19	May	3

Leaving New York following day

\$25

Boston

\$18

New York

COVERS EVERY EXPENSE; EACH TOUR OCCUPYING ONE WEEK. TICKETS PERMIT OF LONGER STAY IN WASHINGTON, AND ALLOW STOP-OVER IN NEW YORK RETURNING.

Royal Blue Line

POPULAR.... THREE-DAY TOURS

FROM

**NEW YORK and PHILADELPHIA
CHESTER and WILMINGTON**

AND INTERMEDIATE POINTS TO

WASHINGTON

PERSONALLY CONDUCTED
ALL EXPENSES INCLUDED

\$12 From NEW YORK
\$ 9 From PHILADELPHIA
\$ 9 From WILMINGTON
\$ 9 From CHESTER

February 11, 1907 March . 7 and 25, 1907
April 11 and 25, 1907 May 9, 1907

COVERS EVERY EXPENSE, INCLUDING TRANSPORTATION FOR THE ROUND TRIP, MEALS EN ROUTE, TRANSFERS AND TWO DAYS' BOARD AT FIRST-CLASS HOTELS IN WASHINGTON. TICKETS ARE GOOD FOR RETURN ON ANY TRAIN WITHIN TEN DAYS FROM DATE, AND PERMIT STOP-OVERS AT BALTIMORE AND PHILADELPHIA.

Old Point Comfort Special Tours

FROM

BOSTON

February = 16 March = 2
March = = 16

FROM

NEW YORK AND PHILADELPHIA

February = 17 March = 3
March = 17

DETAILS MAY BE HAD OF ROYAL BLUE
LINE TOUR AGENTS NAMED HEREIN

GETTYSBURG AND WASHINGTON

AND

Special Tours

FROM

Boston \$32
May 17. October 18

New York \$22
May 18. October 19

Philadelphia \$19
May 18. October 19

PERSONALLY CONDUCTED
ALL EXPENSES INCLUDED

DETAILS MAY BE HAD OF ROYAL BLUE
LINE TOUR AGENTS NAMED HEREIN

Baltimore & Ohio

SPECIAL EXCURSIONS

TO

Washington and Baltimore

MARCH 23 and APRIL 11.

Bellaire, O	\$10.00
Benwood Junction, W. Va.....	10.00
Braddock, Pa.....	8.60
Butler, Pa.....	9.00
Connellsville, Pa.....	7.35
Dunbar, Pa.....	7.35
Everson, Pa.....	7.35
Fairchance, Pa.....	7.85

Foxburg, Pa.....	\$10.00
Johnstown, Pa.....	7.35
Marietta, O.....	10.75
McKeesport, Pa.....	8.60
Pittsburg, Pa.....	9.00
Uniontown, Pa.....	7.65
Washington, Pa.....	10.00
Wheeling, W. Va.....	10.00

TICKETS will also be
sold from following sta-
tions on same dates to

WASHINGTON

Belpre, O.....	\$10.75
Brunswick, Md.....	1.49
Buckhannon, W. Va.....	9.05
Charlestown, W. Va.....	2.00
Clarksburg, W. Va.....	8.30
Claysville, Pa.....	10.00
Cumberland, Md.....	4.57
Fairmont, W. Va.....	8.30
Gallipolis, O.....	11.50
Grafton, W. Va.....	7.65
Hagerstown, Md.....	2.31
Harper's Ferry, W. Va.....	1.67
Huntington, W. Va.....	12.00
Kenova, W. Va.....	12.00
Keyser, W. Va.....	5.30
Mannington, W. Va.....	8.80
Martinsburg, W. Va.....	2.23
Mason City, W. Va.....	11.45
Meyersdale, Pa.....	5.70

Morgantown, W. Va.....	\$ 8.60
Moundsville, W. Va.....	9.65
New Martinsville, W. Va.....	10.45
Oakland, Md.....	6.20
Parkersburg, W. Va.....	10.75
Piedmont, W. Va.....	5.45
Point Pleasant, W. Va.....	11.50
Ravenswood, W. Va.....	11.45
Richwood, W. Va.....	11.95
Romney, W. Va.....	4.71
Shenandoah Junction, W. Va.....	1.89
Sistersville, W. Va.....	10.75
Somerset, Pa.....	6.30
Spencer, Va.....	12.45
Strasburg Junction, Va.....	2.85
Washington Junction, Md.....	1.28
Weston, W. Va.....	9.05
Williamstown, W. Va.....	10.75
Winchester, Va.....	2.70

Corresponding fares from intermediate stations.

All tickets good returning 10 days

INCLUDING DATE OF SALE.

For tickets and full information call on Ticket Agents

BALTIMORE & OHIO R. R.

Baltimore & Ohio

NEW TERMINAL

AT

23^d

STREET

New York City

The Center *of the*
Hotel, Theatre *and*
Shopping District

In addition to Liberty Street, convenient to the
Financial District



Map of
the
R.R.
and Connections

Baltimore & Ohio R.R.

EAST AND WEST



CALENDAR - 1907

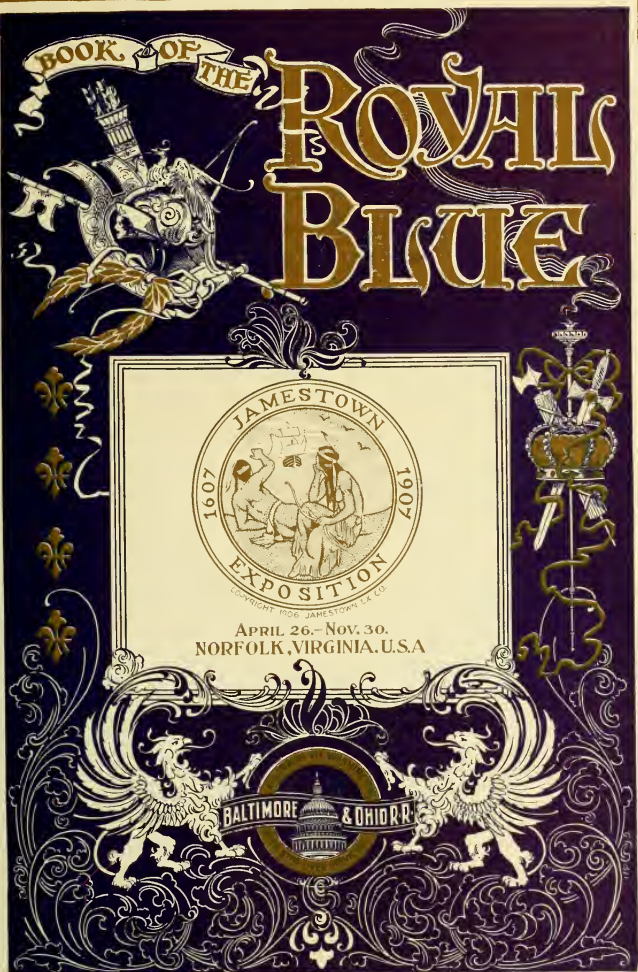


JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
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BOOK OF THE ROYAL BLUE.

MARCH, 1907.

CONTENTS.

	Page
A Study in Scarlet—By Oscar T. Martin	1
Williamsburg, The Colonial Capital of Virginia— By Mark O. Waters.....	5
Days with the Dunkards—By Elihu S. Riley.....	12
Lee's Acceptance of the Command of the Army of Northern Virginia—By Chas. L. Shipley	15
Baltimore & Ohio Interests at Cincinnati	18
Baltimore & Ohio Interests at Cleveland.....	20
Stub Ends of Thought—By Arthur G. Lewis.....	21

ILLUSTRATIONS.

Yorktown, Va.	
Cornwallis' Cave	Frontispiece
Swan Tavern.....	2
Williamsburg, Va.	
St. John's Church; Old Jail, Sewel's Point; First Masonic Temple in the United States.....	5
Patrick Henry's Home.....	6
William and Mary College.....	7
Vest House; Home of Celebrated Mrs. Paradise; Custis House	8
Home of John Blair; The Powder Horn	9
Old Debtor's Prison	10
Foundation Stones, House of Burgesses.....	11
A Dunkard Home, Near Greenland Gap, W. Va.;	
Dunkard Congregation at Scherr, W. Va.....	12
The "Mail Coach".....	13
General Robert E. Lee.....	15
Outline Map of Cincinnati.....	18
Outline Map of Cleveland	20

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CORNWALLIS' CAVE, YORKTOWN, VA.

BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY

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WILLIAM ELLIOTT LOWES, EDITOR.

VOL. X.

BALTIMORE, MARCH, 1907.

No. 6.

A STUDY IN SCARLET.

THE SURRENDER OF CORNWALLIS.

Address of Mr. Oscar T. Martin before the Ohio Society of the
Sons of the Revolution, Cincinnati, 1895.



ON the left parapet of the fortifications at Yorktown, at ten o'clock in the morning of the 17th of October, 1781, there appeared, what we might call in modern parlance, a study in scarlet. It was a drummer in the red of the Royal Guard, who began to beat a parley. It was not one of those "morn-ing drumbeats," with which in later years an eloquent senator typified the grandeur and growth of British power as "following the sun and keeping pace with the hours, encircled the earth with one continuous and unbroken strain of the martial airs of England." On the contrary, quite the reverse. Its tremulous taps could not be heard above the thunder of the artillery, which had been for weeks reverberating among the hills and valleys of the James and York. But, as at the side of the drummer stood an officer waving a white handkerchief, its meaning was apparent and the cannonading ceased.

That drum beat had not been a stirring call to arms, yet, as its notes floated out in the murky air of that hazy October morning, it was to some ears, as Ensign Denny of the Pennsylvania line declared, the most delightful music to which they had ever

listened. It proclaimed, not only to the powder-stained veterans in the trenches, but to the world, that the struggle which began at the old North Bridge at Concord had its final achievement at Yorktown. It announced, not only the surrender of Cornwallis but the success of the Revolution. The story of the siege at Yorktown, the operation of the allied armies which led to it, and the successive defeats of the British forces, have been told and retold, again and again, with loving repetition.

Burgoyne had been entrapped in the forest and the first anniversary of his surrender had come. The determination to make the Hudson River a dividing line to separate the colonies had been a signal failure. France had not only declared an alliance but had emphasized it with fleets, armies and money.

To the British administration a change of policy was deemed imperative. It was resolved to transfer active operations from the united, vigilant and defiant North to the less populous and active South, make permanent conquest of Florida and Georgia, operating quickly and effectively along the coast, and, having a foothold there, then to the Carolinas, and, with forced marches through Virginia and Maryland, the result would be, as Lord Germaine wrote to Clinton, "All America to the south of the Susquehanna would return to its allegiance, and with the Southern provinces separated from the North, their strength weakened by division and isolation, the complete

supremacy of the British arms would be the inevitable result."

But this carefully devised plan overlooked certain contingencies, such as the arrival in the Chesapeake of Count De Grasse's fleet of twenty-eight ships of the line and five thousand men, commanded by the flower of the nobility of France, intercepting Cornwallis' retreat to the Carolinas, the enthusiasm and military prowess of Lafayette, the celerity and persistency of Anthony Wayne, the uprising of the patriotic militia of Virginia under Governor Nelson, and the strategy of the Commander-in-Chief, who quietly left Clinton in the lurch in New York and suddenly marched four hundred miles away to Yorktown, hemmed

along the Hampton road, at the west side of Yorktown, where the ceremonies took place.

From there we can see upon the right of two parallel lines the French Army, extending more than a mile in battle array, ten full regiments in their unsoiled uniforms of snowy white, with collars and lapels of yellow and violet, crimson, green and pink, and with *fleur de lis* upon the white silk regimental standards, glittering stars and jeweled badges upon the officers, and gold and silver laced liveries upon the private servants.

On the left line, less attractive in outward appearance, in the front, stood the war-worn veterans of the Continental Army,



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SWAN TAVERN, YORKTOWN, VA., FAMOUS IN REVOLUTIONARY TIMES.

in behind the redoubts on the peninsula the despairing Cornwallis beyond the hope of assistance, and left him no alternative but capitulation on the terms of the victor.

The actual surrender, the symbolic confession of defeat by the delivery of the sword, has been preserved upon canvas by the artist Trumbull, who, if not an eyewitness, was the contemporary of the participants. The details can be corroborated from the pages of Irving and Bancroft, the "Field Book" of Lossing, and the sketches of Sparks. From these the Sons of the Revolution, whose blood always quickens at the recital of the patriotic deeds of illustrious ancestry, can pass out into that field

in their uniform of buff and blue, tattered and torn; in the rear, the Virginia militia, in homespun, coatless and oftentimes shoeless, but soldiers, every one.

On that side was no glare or glitter of gold or fluttering of silken banners, but there was the indomitable spirit flashing from the eye, a glow of patriotic enthusiasm flushing every cheek, and above all, and floating over all, was the flag, whose stars had symbolized their hopes and prayers since the day it had waved over the first captured fort of British occupation, Fort Stanwix. Marching down between these two lines filed the captured British army in their rich scarlet coats, but with

flags folded, muskets at shoulder, and the bands playing not a martial but an old English air, "The World is Turning Upside Down," to which the American fifes and drums responded with "Yankee Doodle," as the troops passed into the circle in the field, formed by a squadron of French hussars, where they deposited their guns, countermarched, and, under the conduct of the Virginia militia, on to the camps, where, under the terms of the capitulation, they were to remain as prisoners of war.

The sword of Cornwallis had been delivered by General O'Hara (Cornwallis pleading indisposition) to General Lincoln, whom Washington had deputized to receive it, and the drummer's parley upon the parapet had ripened into a consummated surrender.

Would it not be of profit to pause here, for a moment, to reflect upon the result both to our country and to England had the position of these prominent personages been reversed, and had it been the sword of Washington and not Cornwallis which had been surrendered. As Great Britain was then the undisputed mistress of the sea, where with the added colonies under subjugation, rich in the boundless wealth of the continent, would have been the limit to her greatness and her power! With the advantage of miles of sea coast, and excellent harbors to develop her naval strength, what could have restrained her onward march of conquest! How long would the problem of self-government remain unsolved, taxation without representation been a mere aspiration, and the inalienable right to life, liberty and the pursuit of happiness, a paper declaration to be proclaimed in some other clime and by some other nation! Happily for the defenders of the flag, and for us, their descendants, and all the people of this commonwealth, when the sun went down behind the Blue Ridge, at the close of that autumnal day, its rays lingered lovingly upon a scene where these problems had been solved, and the right of a nation to be free had been demonstrated.

With the surrender, there passed from British control the posts of Yorktown and Gloucester, 7,000 soldiers, 24 regimental standards and 244 pieces of artillery, with a large equipment of stores and munitions.

With it came a delirium of joy. An electric thrill of gladness, of enthusiasm, went over the country. Fast upon the sound of the hoof-beats of the horse of

Tench Tilghman, the special messenger of Washington to Congress, came the peal of bells ringing out the joyful sound, "Liberty throughout the land and to all the inhabitants thereof," and the midnight sky glowed with the bonfires of joyous demonstration.

With it came the assurance of peace and the realization of the patriots' hope, the establishment of that new nation, which the great Burke said, was "a new State, of a new species, in a new part of the globe, that made as great a change in all the relations and balances and gravitations of power, as the appearance of a new planet would in the system of the solar world."

But with it all came a new danger, which threatened to hazard all that had been fought for, to lose all that had been gained.

Congress, anxiously and persistently, desired peace. The States collectively, and the people individually, were tired of war. Public credit was unknown; even Continental scrip lost its value. The army was in arrears, and the soldiers were clamorous for their pay. Washington had mortgaged Mount Vernon and pledged his private fortune to sustain the army in the depression of '77 and '78. Robert Morris had borrowed large sums from Count Rochambeau with which to send the army of the North to Yorktown. Congress was ready now to disperse, satisfied with what had been accomplished, ready to accept a peace which permitted each power to remain in possession of the territory it then occupied.

Georgia, part of the Carolinas, Wilmington, New York City and Rhode Island would have remained in the control of the English—headquarters for sympathizing Tories—irritating sores which would have been the sources of restless opposition and dissatisfaction forever.

There was, however, one man in that emergency who was not carried away with the enthusiasm of the hour, who knew that a wound could heal too rapidly to insure continued convalescence, and that there is no safety as long as there is an atom of virus in the system, and even with Cornwallis at his feet, Washington knew that American independence was contingent upon the removal of the British flag from American soil.

Immediately upon the surrender he

sent relief to Greene in South Carolina, and marched Wayne to Georgia.

To Congress he wrote:

"Peace now would be disastrous, second only to subjugation. It would lead inevitably to future incessant war, intestine struggle, and subjugation by some foreign power, even if the mother country abandoned us."

With the French army firmly upon his side, he resisted any suggestion of compromise, and supported by the vigilance and valor of Wayne in the south and the judicious control of the posts in the north, continued the contest, while the Commis-

sioners at Paris negotiated for thirteen months for a definitive and desirable treaty of peace, which would recognize the Declaration of Independence, upon which they had plighted their faith, their lives, and their honor. The end came at last, with every vestige of British power banished from gulf to lakes, and the surrender of Cornwallis was then, in fact, the surrender of British opposition to American independence.

And thus, Whittier, in measured verse, has preserved in imperishable song, the deed we celebrate:

"From Yorktown's ruins, rank and still,
Two lines stretch far o'er vale and hill;
Who curbs his steed at head of one?
Hark! the low murmur, Washington!
Who bends his keen, approving glance,
Where down the gorgeous line of France,
Shine knightly star and plume of snow?
Thou, too, art victor, Rochambeau.

"The earth which bears this calm array,
Shook with the war charge yesterday,
Ploughed deep with hurrying hoof and heel,
Shot-down and bladed thick with steel;
October's clear and noonday sun,
Paled in the breath smoke of the gun,
And down night's double blackness fell,
Like a dropped star, the blazing shell.

"Now all is hushed; the gleaming lines
Stand moveless as the neighboring pines;
While through them sullen, grim and slow,
The conquered hosts of England go.
O'Hara's brow belies his breast,
Gay Tarleton's troop rides bannerless.
Shout from thy fired and wasted homes,
Thy scourge, Virginia, captive comes.

"Nor thou alone; with one glad voice
Let all thy sister States rejoice.
Let Freedom, in whatever clime,
She waits, with sleepless eye, her time,
Shouting from cave and mountain wood,
Make glad her desert solitude;
While they, who hunt her, quail with fear,
The New World's chain lies broken here."

WILLIAMSBURG, THE COLONIAL CAPITAL OF VIRGINIA.

BY MARK O. WATERS.

PROBABLY in no other part of our country is so much history gathered within so small a compass as in and about the villages and ruins of Jamestown, Yorktown and Williamsburg, Va., less than an hour's ride from the Jamestown Exposition, which opens on Hampton Roads April 26. So related are the three names in their historical associations that to talk of one without mentioning the others is impossible. To think of Jamestown is to think of John Smith, of Pocahontas, of Powhatan and the "Starving Time;" to mention Yorktown is to call to mind Cornwallis and Washington and



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OLD JAIL. SEWEL'S POINT.

Lafayette; but of Williamsburg the country generally is not well informed, notwithstanding more historical associations cluster about its quaint old-fashioned houses, its gigantic brass door-knockers, its linden and mulberry trees and its college, court house and palace greens, than any other in America. It lies midway between the two great rivers—the majestic York and the mighty James—and almost midway between Yorktown on the York and Jamestown on the James. It received its charter from the king, and was incorporated two hundred years before Chicago was even a



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ST. JOHN'S CHURCH, WILLIAMSBURG, VA., WHERE PATRICK HENRY MADE HIS FAMOUS SPEECH, "GIVE ME LIBERTY OR GIVE ME DEATH."

village. Strange to say, for over a hundred years it was the capital of Indiana, as well as the capital of Ohio, Illinois, Michigan, Wisconsin, Kentucky, West Virginia, a part of Minnesota, and Virginia, when the latter included all the others. This town had been plodding along for over two hundred years before the first white settlers came to Indiana, and a hundred and fifty years before the American Revolution. It is the oldest town of English founding in the New World.

To the student of history, and to those fond of antiquities, the associations which cluster around this locality render it peculiarly attractive. Amid these scenes which tell of the glorious past one can ponder until his heart expands and his lips give utterance to exclamations of delight, surprise and wonder. It has been the home



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FIRST MASONIC TEMPLE IN THE UNITED STATES, WILLIAMSBURG, VA.



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PATRICK HENRY'S HOME, WILLIAMSBURG, VA.

of more great personages than any other, possibly, in the world, having claimed citizenship from five presidents of the United States, four signers of the Declaration of Independence, three signers of the Federal Constitution, one Chief Justice of the United States, one judge of the Supreme Court, and a long line of governors, cabinet officers, senators and the like. It has lived to see its older sister, Jamestown, fallen into decay and lie buried beneath the dust and rubbish of two hundred years. It has witnessed carnage of Indian warfare in all its primeval savagery, and was for half a century a palisaded village. It participated in the closing scenes of the Revolution, was ravaged by the invaders of the War of 1812, and one of the great battles of the Civil War was fought at its very doors.

The visitor there can have an opportunity to delve with profit into the history of the place for days, but it would take years to exhaust the resources in that line. So little explored has the community been, and so primeval are the surroundings, that, in a tangle of blackberry vines upon the ruins of Fort Magruder, a mile out of Williamsburg, I discovered a heap of thirteen nine-pound mortar shells, all loaded, and in a rifle pit of the same battlefield a bear last year made her home and reared a family unmolested. It is no uncommon thing to hear the whirring of the wild turkey and see the deer bounding across the road.

The principal street of the town, running east and west, is the Duke of Gloucester Street, so named in honor of His Highness, Clarence, Duke of Gloucester, the eldest son of Queen Anne: and at the east end of

this street stood the old Colonial capitol, while at the other end stands the College of William and Mary. This street, with its great width, its beautiful trees, the seat of government at one end and the seat of learning at the other, was a model for President Washington when he planned the Nation's capital, and he built Pennsylvania Avenue in the City of Washington as nearly like the Duke of Gloucester Street as possible, with the Capitol at one extremity and the White House at the other.

The old Capitol was erected in 1705, burned in 1746, and another erected immediately afterward served its purpose and was burned in 1832. During the latter quarter of a century of its existence it was used as a ladies' seminary. The foundation walls of the original structure have been restored and a modest monument has been erected on the spot. In the halls of this building were discussed the mighty questions which led up to the Declaration of Independence. It was really the Cradle of Liberty, for here gathered Patrick Henry, Washington, Richard Henry Lee, Peyton, Edmond and John Randolph, John Marshall and Benjamin Harrison, father of one president and great-grandfather of another, and from this building went forth the call for the First Continental Congress. Here Patrick Henry, fresh from the halls of Hanover Court House, made his great speech in denunciation of the Stamp Act in which he made the celebrated statement: "Caesar had his Brutus; Charles I his Cromwell, and George III"—when he was interrupted by cries of "treason." Continuing, he said: "if this be treason, make the most of it." Reading a declaration of rights which he had written on the



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WILLIAM AND MARY COLLEGE, WILLIAMSBURG, VA.

spur of the moment on the fly leaf of an old law book, he moved the adoption of the declaration. Peyton Randolph, the King's attorney, afterward one of the most ardent of the revolutionists, violently opposed the adoption of Henry's resolution, but when a vote was taken Henry was triumphant. The gauntlet was thrown and the "Virginia Resolutions" ran like wildfire through the colonies, and the First Continental Congress was the result. The call for this first gathering of the representatives of the colonies was sent out from another historic place in Williamsburg, the Raleigh Tavern, where the patriots assembled upon the dissolution of the Assembly by the Royal Governor.

On the corner of the Duke of Gloucester Street and the Palace Green stands the old Bruton church, the most interesting and historic in America, as well as the oldest Episcopal church having had continuous service in the United States. Here as vestrymen worshiped Daniel Parke, John Page, the immigrant, Sir John Randolph, Peyton Randolph, the King's attorney and speaker of the House of Burgesses, Robert Carter Nicholas, treasurer of Virginia, George Wythe, a signer of the Declaration of Independence, and many others of fame. Here once sat the men who first saw the vision of a great free republic of the western world, and who at the altar of sacrifice consecrated their lives to the cause of liberty which they loved. Thomas Jeffer-

son, James Monroe, John Tyler, Chief Justice John Marshall and Edmond Randolph worshiped here while students at the College of William and Mary, and most of them in after years while serving the Colony and State. George Mason, Edmond Pendleton, Benjamin Harrison and Richard Henry Lee, while members of the House of Burgesses, Patrick Henry, while a member of the House and Governor of Virginia, and George Washington, while a member of the House of Burgesses and while seeking the heart and hand of the beautiful widow, Martha Custis.

The church was erected by order of the Royal Government, the architect being Sir Christopher Wren, one of the most famous in his day and age. For over two hundred years it has stood and the old bell has tolled the death of the old year and rung in the new for the generations as they have come and gone. Through its ancient tower entrance passed the court processions of Colonial days, the governors with emblazoned emblems, betokening the authority and majesty of old England's kings and queens.

The first time I attended services in Old Bruton I received some queer impressions. As I entered the door I walked over grave-stones lying flat and forming a part of the floor of the aisle and marking the resting places of the aristocratic dead of the past. As was the custom in those days the more highly favored dead were given places of



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VEST HOUSE, WILLIAMSBURG, VA.,
WHERE LAFAYETTE'S OFFICERS WERE QUARTERED

interment beneath the church floors. On this first day, just beside me in the aisle, was a tomb of one Orlando Jones, the grandfather of Martha Washington, and I divided my attention between the preacher and a contemplation of the numerous tombs and inscriptions about me. Old Bruton church has been aptly called the Westminster Abbey of the New World. In addition to the gravestones in and under the floor, memorial tablets crown the walls. One of these, the one in memory of Daniel Parke, is pronounced by the president of Harvard to be the most unique in America. Parke was an aide on the staff of the Duke of Marlborough at the Battle of Blenheim and carried the news of the victory of that battle to Queen Anne. One of his daughters married John Custis, and their son, Daniel Parke Custis, was the first husband of Martha Washington. The Parke tablet reads as follows:

"Near this marble lyes ye Honble Daniel Parke, of ye County of Essex, Esq., who



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CUSTIS HOUSE, WILLIAMSBURG, VA., OCCUPIED
BY GENERAL DINWIDDIE

was one of His Majesties' Counsellors and sometime Secretary of the Colony of Virgia. He dyed ye 6th of March, Anno 1679. His other felicityes were crowned by his happy marridg with Rebbecke, the daughter of George Evelyn of the County of Surrey, Esq. She dyed the 2d of January, Anno 1672, at Long Ditton in ye County of Surrey and left behind her a most hopefull Progeny."

Within the chancel rail of the church stands the heavy baptismal font brought over from England by Capt. John Smith, and from which, while it reposed in the church at Jamestown, the Indian Princess, Pocahontas, received baptism. After the decay of Jamestown it was brought to the Bruton church where it is now in use. Three times have the pews of the church been removed to allow the use of the



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HOME OF CELEBRATED MRS. PARADISE, WHO IN
LONDON ENTERTAINED THE LITERARY CLUB
OF JOHNSON, GOLDSMITH AND
SIR JOSHUA REYNOLDS.

church as an army hospital, once by Washington's army in 1781, once by the Confederates after the battle of Williamsburg in 1862, and a few days later by the Union forces under McClellan. The interior has been recently restored to its original form, and visitors to the Jamestown Exposition, who include a visit to old Williamsburg in their itinerary, will see the old church as it was in the days when Lord Dunmore and Sir Alexander Spotswood worshiped there. A reconsecration of the church will take place during the coming summer, at which time the Episcopal church of America will hold a convention at which the Archbishop of Canterbury will preside. A bible for use in the church has been presented by King Edward of England, and it rests upon a lecturn presented by President Roosevelt.

In the surrounding churchyard "neath many a mouldering heap, the rude fore-

fathers of the hamlet sleep." Some to earthly fame are now unknown, but the names of others live, not because they are engraved in marble but because they helped to make the nation's history great. In this churchyard rest the bodies of Daniel Parke Custis, the first husband of Martha Washington, and their two children. Here lies also the remains of one of the royal House of Stuart, Lady Christina Stuart, daughter of John Stuart, sixth Earl of Traquar. She was the wife of Hon. Cyrus Griffin, and was a niece of Charles II and a great-niece of Mary, Queen of Scots.

The College of William and Mary is the oldest in America, save one, the exception being Harvard. It is the only one now in existence which boasts of a royal charter, except Kings, now Columbia. Rev. James Blair was the first president of this college and for a period of fifty years after its organization. The college has passed through many changes and vicissitudes and its main building has been used as a hospital and barracks during two wars. Cornwallis occupied one of the buildings as his headquarters during the Revolution, and the French allies were quartered there after the surrender at Yorktown. During this time one of the main buildings was destroyed by fire, and Louis XVI of France had the structure rebuilt at his own private expense. The remains of Lord Botecourt repose beneath the college chapel. Botecourt



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HOME OF JOHN BLAIR, WILLIAMSBURG, VA.

court was one of the royal governors. During the Civil War the tablet or coffin plate was abstracted from the Botecourt tomb by Federal soldiers, but was regained after the war and may now be seen in the college library, which, by the way, contains several thousand of the most valuable historical volumes in the world. Lyon G. Tyler, the present president of the College of William and Mary, is a son of John Tyler, a former president of the United States.

Another curious relic of old Williamsburg is the Powder Horn, an octagonal building of brick, erected in 1714 by Governor Spottswood, and used as a storehouse for powder. It is related that on the night of April 20, 1775, the day after the battles of Concord and Lexington, Lord Dunmore, the last of the royal governors of Virginia, seized the powder stored in this magazine and loaded it on a war vessel lying in the James River about three miles away. Patrick Henry heard of the deed and at the head of an indignant mob of armed citizens, compelled the governor to pay for the powder he had taken. The building has been used as a stable in times past, but it is now a museum in charge of the Association for the Preservation of Antiquities.

Just across the street from the Powder Horn is a small brick building, one story high, known as the Debtor's Prison, and is the only building of its kind in America to-day. Within its walls in Colonial times were confined those who could not or would not pay their debts; and could they but speak, these mossy walls could tell of many sad scenes. Many romantic stories have been written with the old Debtor's Prison as a leading feature, especially upon one phrase, etched in the walls, has much



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THE "POWDER HORN," WILLIAMSBURG, VA.



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OLD DEBTOR'S PRISON AT WILLIAMSBURG.

sentiment been expended. This phrase, "O Fatal Day," and it has been the source of much conjecture and wonder.

Half a square away, on the Duke of Gloucester Street, is the old courthouse, built in 1759 and still in use. It has often been admired for its architectural proportions. At the head of the Green, not far from Bruton church, stood the Palace, the residence of the royal governors, which was accidentally destroyed by fire while occupied by some troops immediately after the surrender of Cornwallis at Yorktown.

Next in point of historic interest come the residences of distinguished personages, namely: The house of George Wythe, situated on the Palace Green. Wythe was a signer of the Declaration of Independence and came to his death by being poisoned. His home was used by Washington as his headquarters before the attack on York-

town. The house of Peyton Randolph, built in 1775, still stands on Francis Street; the house of John Blair, president of the Virginia Council, stands on the Duke of Gloucester Street; and Bassett Hall, the residence of John Tyler, still stands as it did in 1841, when Tyler left it to become President of the United States upon the death of General Harrison. The ruins of the six-pot chimney, belonging to the home of Martha Washington, may be seen on the corner of the grounds now owned by the Eastern Insane Hospital, which is also the first insane asylum in America. A general store now occupies the site of the old Raleigh Tavern, memorable for its noted guests of Colonial days, and as the scene of jollity and mirth, where it is said, "Jefferson danced with Belinda."

Williamsburg had the first theater in the United States, erected in 1716. The first

play presented was one of Shakespeare's, and one of the leading actors stood in the door of the theater, one afternoon at rehearsal, and shot a deer as it stood in the forest near by. The first church organ was seen here in Williamsburg, the first newspaper published in Virginia, and the oldest of continuous publication in the United States. It had the first normal school in America and the first Masonic lodge in Virginia, the old building of which is still standing. Here Patrick Henry was made a mason, and here George Washington was master of the lodge.

Such is Williamsburg, as it is and as it

was; but these are not all of its historical associations or points of interest, but they are sufficient for this story. Jamestown, the scene of the first English settlement, is but four or five miles away, and Yorktown, the scene of the surrender of Cornwallis, is but little more. Each possesses points of interest to the American people such as are to be found in no other community of the country, in fact every foot of the ground in and about these old places seems intimately connected with the country's history, and the more one studies and investigates the more interesting it becomes.



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FOUNDATION STONES. HOUSE OF BURGESSES, WILLIAMSBURG.

DAYS WITH THE DUNKARDS.

BY ELIHU S. RILEY, ANNAPOLIS, MD.

"**T**HERE is a gentleman here who desires to take a photograph of this congregation. This is the only time that it can be done. I hope the congregation will gratify the gentleman."

The writer had faced the august tribunal of the Supreme Bench of Maryland in the

for the first time as a public photographer! I assumed the role at once, arranged my group with the air of a professional, and gave every phrase of the well-seasoned operator that I could command, to place the party in order.

Most of the congregation remained. A few mountain beauties strode persistently away and several of the men showed me their retreating backs; but enough stayed to make a "sitting," so, mounting the steps of the church, they patiently waited until I had, as the sun played hide-and-seek between the clouds, taken a number of shots in the hope that one would prove effective.

The German Baptists, commonly known as Dunkards, a name to which they do not object, form a very large part of the residents of the section near Scherr. They are credited, from their severe discipline, with being a denomination of bigots; but a closer observation will show that, while maintaining their own religious views, they have, in practical results, the most liberal sentiments towards those with whom they differ upon religious subjects. This finds cogent illustration in the Union Sunday School at Scherr, where, in order to have one strong Sunday School, instead of several weaklings, the Dunkards and Presbyterians have united and hold school together.



A DUNKARD HOME NEAR GREENLAND GAP, W. VA.

discharge of his professional duties; he had, more than once, addressed the learned bar of Maryland in State Association assembled; he had discussed before a multitude of his fellow-citizens the political issues of the day; but none of these things moved him to the fear and trembling that this simple announcement did.

I was out, in the summer of 1905, with my first kodak, and wanted to take a snap shot of the congregation of Dunkards that worshiped in their Church at Scherr, in the County of Grant, in the State of West Virginia. Knowing the strict sentiments of the Dunkards in regard to the Sabbath, I did not wish to offend them; so, before the services began, I had explained to the preacher my regard for the Sabbath and respect for their sentiments, but, as this was the only day that the photograph could be taken of the congregation, and urging that the Sabbath was made for man, asked his assistance. He had nobly done more than his part, and I was to meet an audience



DUNKARD CONGREGATION AT SCHERR, W. VA.,
ON A SUNDAY MORNING.

The religious ceremonies of the Dunkards are unique; the brethren greet each other with a "holy kiss;" they, once a year, wash each other's feet, and, annually, they eat the Paschal supper. To this end Dunkard churches, in many cases, have a kitchen attached, in order that the lamb, without salt or other dressing, may be eaten together at the house of worship by the members. The more consistent members dress with strange simplicity—the women in plain-figured dresses and bonnets of a peculiar shape, but often of the best material. The men wear broad-brimmed hats, and go with unshaven faces.

Pride is, amongst them, a great sin. One of their number, near the Scherr section, having painted and papered his house, was "churched" on a charge of pride. The accused was not a little of a wag, and offered to let the brethren scrape off the paint. This was declined. Then he made a defense—that the painting was done to preserve the wood. After a spirited trial the accused was allowed to remain in the church.

At Hagerstown, in Maryland, one of the Dunkard ministers was recently deposed from his ministerial office for offenses against discipline. Amongst the charges were—that he had allowed his daughter to have a fashionable wedding; that he had allowed his son to exhibit ducks and to take a prize at the Hagerstown Fair; that he had preached in a Mennonite pulpit. In a recent western gathering the Dunkards interdicted the telegraph and the automobile as carnal devices, but the street cars were put in the catalogue of legitimate uses.

When the writer had asked to see their Book of Discipline, and had failed in his request, a friend took up the cause. To his petition for a copy of the book, one of the Dunkard preachers replied: "You have the discipline in your house."

What," asked my advocate and daysman, "the Bible?" "Yes," replied the preacher, "this is our discipline."

Although the Dunkards have no printed discipline according to their own statements, yet, in this section, some years ago, a book, printed under their own auspices, was distributed. The frontispiece represented two stairways—one going down to the bottomless pit, on which were men and women arrayed in the fashions of the day; the other led to Paradise, and upon it,

ascending to the celestial regions, were men and women clothed in the simple garments of the Dunkards.

The younger Dunkards, however, of this generation, disregard the stringent principles of their elders in the matter of dress, and conform themselves to the custom of the times both in styles and colors. This is not received with favor, and these differences have led to advanced views in some who are now called "Progressive Dunkards." These are producing educated ministers, and congregations are establishing schools and are enlarging the sphere of the Dunkards, for, at one period, they so far held themselves aloof from the fashion of this world that they would not hold public offices, nor vote. They have now



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THE "MAIL COACH."

receded so far on this prerogative as to exercise the elective franchise in Presidential elections and on questions vitally affecting the taxes to be laid upon them.

The preacher at the first service that the writer attended was a farmer of the neighborhood. The text he gave was: "Prepare to meet thy God." Amos IV, 12. He said he had taken this text because he had been called upon suddenly to preach. The expected minister had not arrived. The preacher drew from this incident the argument of his sermon—the duty and necessity of being ready to meet God in His judgment of our lives. The sermon was cogent in argument, but the rapid speech of the preacher disclosed that he was not used to the arts of public speaking.

One week later, twelve miles distant, unexpectedly the writer and the preacher met again at another service. This day the text was: "This book." It was taken from the 22d chapter of Revelation. Taking the New Testament in his right hand, the preacher held up these Sacred Scriptures, and declared it must be admitted that all that was written in that book had value and meaning in it—it could not be added to without the plagues written in this book being added to the sacrilegious hand, nor could it be abstracted from without the desecrator losing his name from the Book of Life. Therefore, he said, without finding fault with others for their belief, we give this as the grounds of our belief, in our doctrines of the holy kiss and the washing of feet.

The preacher argued that "this book" did not mean the book of Revelation alone, but included all the books of the New Testament, evidently thinking, because Revelation was the last book in order of pagination, that it was the last in order of chronology.

It was an interesting event of the latter meeting to observe two young Dunkards, sisters, arrayed precisely alike, with the caps of our grandmothers, of costly material, daintily covering their heads, sitting up in front leading the congregational singing.

The church at Scherr, on the steps of which the congregation stood for the

"snap-shot" taken of them, is on the site of a sanguinary fight in 1863, when Lee's advance guard started on the invasion of Pennsylvania. A company of Union soldiers took refuge in the church, then a log house, which stands at the head of a narrow defile. There they held at bay 2,400 Confederate cavalry. Nearly all day the fight raged as the Confederate troopers charged the improvised fort and their comrades and leaders fell by the shots of the foe from the windows of the church. Finally a daring Confederate, under the cover of the chimney of the kitchen of the church, crawled up and poured coal oil on the roof and set it afire, while the successful charge of the boys in grey broke open the door, and the cries went up from within—"I surrender." The dead were four Federals and eight Confederates. The wounded were many more. The horses suffered greatly in the action.

The old-side Dunkard may be quaint in ways and ancient in dress, but he holds to a fashion ever-green and vital. Almost without dissent, his neighbors say of him and his fellow-churchmen that they are sincere, honest, upright citizens; avoiding lawsuits, making peace amongst enemies, and attending to their own affairs without molesting the business of others.

Well may their quaint ways be discounted, and their practical virtues be given a hearty "God-speed."



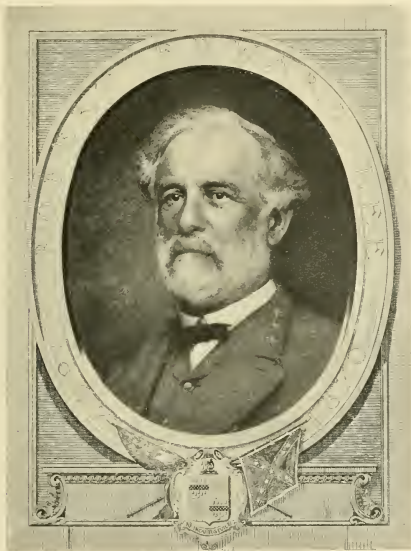
LEE'S ACCEPTANCE OF THE COMMAND OF THE ARMY OF NORTHERN VIRGINIA.

BY CHARLES L. SHIPLEY.

ON the 17th of April, 1861, the Virginia State Convention passed its ordinance of secession. It was an important era in the history of the stirring times of that period. It gave the eighth State to the Southern Confederacy,

stitutional right, in the face of a war which had now become absolutely inevitable and was now at her very doors.

It was evident to the people of Virginia that the first act in the drama of warfare on land would be struck on her soil, and



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GENERAL ROBERT E. LEE.

then forming for its terrific struggle with the National Government. The position of this State was a commanding one with the other border States. She started by her act of secession the second important act of the Rebellion, and she added to the moral influence of the event by the fact that she had seceded not on an issue of policy, but on one of distinct and practical con-

with her characteristic energy she prepared to meet the threatened invasion. Large bodies of troops were raised, formed into an army to be known as the Army of Northern Virginia, the command of which was offered to her most illustrious of sons — Robert E. Lee, then colonel of the Second Cavalry, United States Army.

Perhaps the story of his acceptance can

not better be told than in the language of the late ex-Senator Pomeroy of Kansas. In describing the event, he said :

"Well, I stood within six feet of him. Nobody knew me in the party, as I had just arrived in Washington from Kansas, and was almost an entire stranger there. Kansas was admitted, you know, during the last days of Buchanan's administration, and Lane and I were elected to the Senate. We came to Washington with a lot of Kansas fellows to see what the Secessionists were doing and were on the cars when we heard that Fort Sumter was fired upon.

"But I was going to tell you about Lee. I was keeping a diary then, as I have ever since. Only the other day I was looking over it and it recalled to me that about the 16th or 17th of April, 1861, a committee of twelve men came up from the Secession Convention, then meeting at Richmond, and stopped at the hotel where I was. I used to circulate around among them trying to find out what they were up to, and discovered that they had come to see Colonel Lee, who was over at Arlington. One afternoon, about four o'clock, they started off in carriages, and a friend of mine and I got a buggy and followed them. We joined the procession before it got to Arlington, and acted as if we were a part of the crowd. When we reached the old mansion, General Lee, who was evidently not expecting callers, came out in his dressing gown and slippers, and I tell you he was as noble-looking a man as I ever saw. He had been sent for by General Scott, and came from California, you remember, to use his influence to prevent Virginia from going out of the Union, and while he had not made any public declaration, people generally understood that he was opposed to secession. So we watched what was going on with a great deal of interest.

"They presented the delegation one by one, and when they had been introduced he began a speech, which I wrote down, as nearly as I could remember it, in my diary that night. It was nearly in these words: 'General Lee, we are authorized by the Convention, now in session at Richmond, to convey to you an expression of their confidence and esteem as one of the most distinguished citizens of Virginia, and to tender you the command of the troops that have been raised to protect the old State

from the peril which now confronts her. We are encouraged by the belief that you, as a son of Virginia, will respond to her call and direct the military forces so as to prevent the invasion of her sacred soil. We know that large bodies of troops are being formed in the North for the coercion of our people, and they will be resisted by every patriotic citizen of the commonwealth. The Convention at Richmond is waiting anxiously for our return with your answer, as your acceptance will give strength and encouragement to the people.'

"To this Lee responded briefly and directly. He stood a moment with a determined expression upon his face, as if his mind was fully made up, but he was not certain how to express himself. My friend and I, from what we heard, expected that he would decline and tell the committee to go home and abandon the secession programme. He started out all right in his reply:

"Gentlemen," he said, 'I am opposed to war, although bred to the profession of arms. I am especially opposed to civil war; to strife between brother and brother. I regret that one section of this country is arrayed against the other.'

"Up to that," continued Mr. Pomeroy "I thought he was going to decline, but his next words frightened me:

"I hear the voice of Virginia," he said, 'of the mother that bore me, whose soil is as sacred as the ashes of my father buried there.'

"He's gone," I said to my friend; 'he's made up his mind,' and his next words were:

"I cannot resist the call of the sovereign State to which I owe my first allegiance; but remember, gentlemen, I shall draw my sword only in her defense, and with the prayer that we, in defending our rights, may not be compelled to shed the blood of our brethren.'

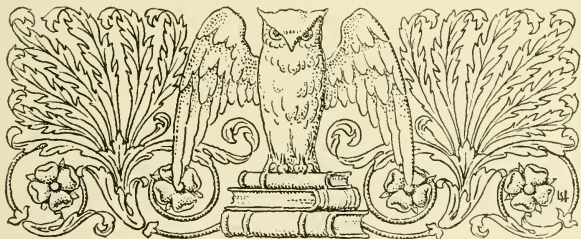
"He said that he would go to Richmond at once and report in person to the government. The next morning everybody knew that Lee had gone to Richmond, and within twenty-four hours the newspapers contained his order upon assuming command of the Virginia troops."

In speaking of Lee's joining the Confederacy, the late Hon. Jefferson Davis says: "No proposition could be more absurd than that he was prompted by selfish

ambition to join the Confederacy. If, as some of us expected, many hoped and all wished, there should be a peaceful separation, he would have left behind him all he had gained by long and brilliant service, and could not have in our small army greater rank than was proffered him in the larger one he had left. If active hostilities were prosecuted his large property would be so exposed as to incur serious injury, if not destruction. His mother, Virginia, had revoked the grants she had voluntarily made to the Federal government, and asserted the State sovereignty and independence she had won from the mother country by the war of the Revolution, and

thus it was regarded the allegiance of her sons became wholly her own.

"Above the voice of his friends at Washington, advising and entreating him to stay with them, arose the cry of Virginia calling her sons to defend her against threatened invasion. Lee heeded this cry only; alone he rode forth, his guiding star being duty, and offered his sword to Virginia. His offer was accepted, and he was appointed to the chief command of the forces of the State. Though his reception was most flattering, and the confidence manifested in him unlimited, his conduct was conspicuous for the modesty and moderation which had always been characteristic of him."



THE BALTIMORE & OHIO, SOUTH-WESTERN SYSTEM, AND ITS PASSENGER AND FREIGHT FACILITIES AT CINCINNATI.

CINCINNATI has been known as "The Queen City of the West" for many years. Owing to the rapid growth of its civic and trade relations with the South, this title should be emphasized by calling her "The Queen City of the West and South."

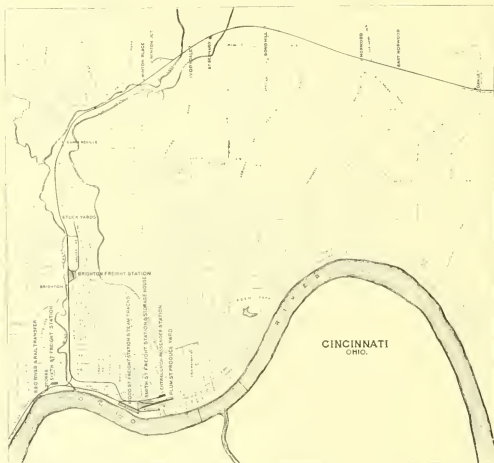
The Baltimore & Ohio Railroad holds an important position in the traffic of Cincinnati, it being the only road leading to all points of the compass.

It offers exceptional advantages to, and has been very successful in utilizing its rails for, the establishment of manufacturing industries

Cincinnati is recognized as one of the large fruit and vegetable markets of the West, and the Baltimore & Ohio Railroad has provided for this traffic with paved yards, with a capacity of 75 cars, and within short distance of the various commission house districts.

Cincinnati is also the principal gateway for the South, and with its fast train service offers inducements for through business from all points in the South to Eastern and Northern territory.

The Baltimore & Ohio Railroad operates the only River and Rail Transfer in operation on the



throughout the suburbs, North Bend to Oakley, inclusive, a distance of twenty-seven miles.

Owing to reciprocal switching arrangements with other roads, the Baltimore & Ohio Railroad is in a position to handle business to or from all parts of the city reached by the rails of all roads. Its superior suburban stations offer facilities for the distribution of all classes of traffic at convenient points to all parts of the city.

There is a modern freight and storage warehouse, 1,277 feet in length, with track facilities for loading and unloading 120 cars at a time. It has in connection with a smaller warehouse across the street, storage capacity for about 1,200 cars.

north bank of the Ohio River, for the handling of miscellaneous as well as cargo freight. By reason of the incline railway, it is able to transfer direct between cars and boat. Having a commodious wharfboat, miscellaneous business is handled through the wharfboat to and from the car.

A key to the various stations shows their relation to the city as a whole:

The Central Union Passenger Station is most centrally located to the business district in Cincinnati. All Baltimore & Ohio trains arrive at and depart from this station connecting with lines North, North-west and South.

The Cincinnati Freight Station is the largest

merchandise freight station in the United States, with a capacity for handling 250 cars of miscellaneous merchandise daily.

Storrs Station is a sub-station for the handling of Cincinnati freight for the benefit of parties located in the West End of the city.

Brighton Station is conveniently located in the West End at a point two miles north of Storrs Station.

The Cincinnati Union Stock Yards are one mile north of Brighton, located exclusively on the Baltimore & Ohio rails, drawing from all stock-producing points as far west as the Missouri River and shipping to all markets east thereof. Ninety-five per cent of all live stock handled in Cincinnati is handled at this point.

Cummins ville, one mile east of the Stock Yards, is conveniently located for handling freight in carloads and less for parties located in this section.

Winton Place, Ivorydale, St. Bernard and Bond Hill are from a quarter of a mile to a mile apart, serving the large manufacturing establishments in this district, both carloads and less.

Norwood and East Norwood are a part of Cincinnati. Norwood is known as a great factory district, all of recent construction, in the highest style of architecture, and with a view to the most

economical operation. It ranks as a city of the second class and sixth in manufactures in the State of Ohio.

At Oakley development has just begun, and it will be known as "the factory colony" town, as contracts have been closed for a group of manufacturing establishments to locate on this beautiful tableland; plans for grounds and buildings have been agreed to and accepted before building operations begin, all with the object in view of furnishing buildings suited to the requirements of each individual firm, having provided for the economical handling of raw materials in and manufactured products out, while a building company has been organized to furnish comfortable homes for their employees, who are practically all skilled mechanics. The firms locating there now employ three thousand people, but expect to increase this number to five thousand when they begin operations.

Sedamsville, Rapid Run, West Side, Culloms, Delhi and Government Spur serve what is known as the "down river district" and numerous large manufacturing establishments as well. At Government Spur the United States Government dam is being built, which is to furnish a nine-foot stage in the Ohio River in all of the Cincinnati Harbor the year around.



THE BALTIMORE & OHIO RAILROAD COMPANY AND ITS PASSENGER AND FREIGHT INTERESTS IN CLEVELAND.

THE present facilities of the Baltimore & Ohio Railroad Company, and those in course of construction, show that this Company is keeping pace with the growth and development of Ohio's metropolis. The best possible facilities are offered the patrons of the Baltimore & Ohio in Cleveland through their commodious freight and passenger stations and team track yards, the Baltimore & Ohio passenger station being the best and most modern constructed passenger station in Cleveland, located at the foot of Champlain Avenue and West Ninth Street, N. W., and adjacent to the Columbus Street freight house and team track yards. All these conveniences are practically in the heart of the city.

Newburg Station is located in the East End of Cleveland, where are located the large mills of the American Steel & Wire Co. Extensive improvements are contemplated at Newburg by the Baltimore & Ohio to accommodate the rapidly increasing business.

Seneca Street Freight House is located between the Columbus Street Freight House and Brooklyn Station, which affords exceptional facilities for shippers from the commission, produce and wholesale district which surrounds it. Near this station is located the Factory Street Fruit Yard of the Baltimore & Ohio, in which the auction house of the Merchants Fruit Auction Co. is located, the Baltimore & Ohio being the only railroad in Cleveland having an auction house on



Columbus Street Freight House and Yards are located conveniently for the largest wholesale and retail dealers, the freight house having a capacity of approximately two hundred cars of merchandise freight. Adjacent to the freight house are the team track yards with capacity of one hundred and ninety cars.

South Brooklyn Station is located conveniently for taking care of the traffic from what is known as the South Side, where many large industries are located. This is a growing district and the Company contemplates such additional improvements as will induce further growth of this locality.

Brooklyn Station, with freight house and team track facilities, is advantageously located for taking care of the traffic originating between South Brooklyn and Newburg Station.

its tracks and in the heart of the commission and produce district.

The Baltimore & Ohio own approximately five thousand feet of river docks, conveniently located for handling a large percentage of the lake traffic which is enjoyed by the Company, and is handled through the large and commodious lake warehouse of the Valley Warehouse Co., located on Baltimore & Ohio docks near Superior Avenue, and within three hundred yards of the business center of Cleveland.

There are now in course of construction new classification or storage yards, in which is building new shops. These yards extend from Broadway to near Brooklyn Station. When completed they will have capacity for approximately three thousand five hundred cars.



Stub Ends of Thought

By ARTHUR G. LEWIS.



THERE is no poverty so poor as that condition which binds us to obscurity and lack of equitable recognition.

If the same effort was made to hold men to their home as is exercised to take them away, there would not be so many deserted firesides.

THE value of intellectual character must be estimated by the use to which we place our power and exert our efforts.

BRAVERY quite often exists under the shadow of silence, and beneath the hood of unselfish discretion.

OPPORTUNITY stands ever ready to clean the slate of to-day, and open a new account based on the good promises and earnest intentions of to-morrow.

It is generally safe to conclude that a man unable to keep his own secret is unsafe in the possession of yours.

CONFIDENCE builds the great structures of business purpose, and ability holds them together.

THERE is really more pleasure in the creation of happiness than to receive it, but only those who have tried this can know it to be true.

WE should be slow to criticise a first fault, for it is frequently nothing more than an accident, for which ignorance is responsible.

REGRET is to repentance all that memory is to forgetfulness, and both must live for the protection of each other.

It seems very dark sometimes just before the daylight of what we hope for, but let us look and work constantly towards the dawn.

FOLLY is always by our side, but reason only comes to us upon request.

THE only excusable curiosity is that one prompted by a desire to be informed on some subject that we should know.

WE all inherit a divine right to love, and if we sell or forfeit our inheritance, life must and will become merely a hopeless obligation.

FORGIVENESS is always tendered in the belief that the same wrong will not be repeated, and with the hope that its influence will help to that end.

It is better for us to be placidly ignorant of an injury than to be violently conscious of its intention.

I HAVE great confidence in the friendship of my friends, and want to believe in them for their own sake and my own.

ONE of the strongest incentives to induce deception in others towards ourselves is an open evidence of suspicion in our attitude towards them.

AMBITION rules and lays the foundation of all the great things in the world, on which are built the permanent structures of realization.

ONE of the first essential lessons that should be instilled into the hearts of child-life is the importance of an earnest observance of the fourth commandment.

It is frequently necessary to concur in a fool's opinion, or bear the burden of being considered an egotist.

ONLY those who have been wounded can bend in proper appreciation and understanding towards others in pain.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON, BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE FEBRUARY 9, 1907.		No. 504	No. 526	No. 528	No. 528	No. 509	No. 504	No. 506	No. 516	No. 514	No. 512
EASTWARD		DAILY	EXCEPT SUNDAY 8 HOUR	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	"ROYAL LIMITED" DAILY 8 HOUR	DAILY	DAILY	DAILY	DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	PM	AM	AM
Lv. WASHINGTON	7.00	9.00	9.00	1.00	1.00	3.00	5.00	8.00	11.30	2.57	-----
Lv. BALTIMORE, GARDEN STATION	7.55	9.50	9.52	1.50	1.55	3.45	5.00	8.00	12.39	3.51	-----
Lv. BALTIMORE, MT. ROYAL STATION	8.00	9.54	9.57	1.54	1.59	3.52	5.06	8.06	12.44	3.56	-----
Ar. PHILADELPHIA	10.15	11.52	12.11	2.02	4.05	6.00	8.19	11.45	3.05	6.00	-----
Ar. NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.15	6.30	8.00	10.40	3.20	6.40	8.32	-----
Ar. NEW YORK, 230 STREET	12.45	2.10	2.40	4.25	6.45	8.10	10.50	3.30	6.50	8.43	-----
	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE NOVEMBER 25, 1906		No. 555	No. 517	No. 505	No. 501	No. 507	No. 527	No. 509	No. 509	No. 509	No. 511
WESTWARD		DAILY	EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY 8 HOUR	"ROYAL LIMITED" DAILY 8 HOUR	DAILY	DAILY	DAILY
	PM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM
Lv. NEW YORK, 230 STREET	11.50	-----	7.50	9.50	11.50	1.50	3.50	5.50	8.50	6.50	-----
Lv. NEW YORK, LIBERTY STREET	1.30	-----	8.00	10.00	12.00	2.00	4.00	6.00	7.00	-----	-----
Lv. PHILADELPHIA	4.15	8.30	10.17	12.30	2.17	4.15	6.12	8.35	9.21	-----	-----
Ar. BALTIMORE, MT. ROYAL STATION	6.45	10.51	12.13	2.43	4.15	6.09	8.09	10.55	11.23	-----	-----
Ar. BALTIMORE, GARDEN STATION	6.50	10.55	12.17	2.47	4.20	6.13	8.13	11.00	11.27	-----	-----
Ar. WASHINGTON	7.50	11.45	1.12	3.50	5.20	7.00	9.00	12.10	12.22	-----	-----
	AM	AM	PM	PM	PM	PM	PM	AM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST AND SOUTHWEST.

WESTWARD	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 8 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURGH LIMITED	No. 15 EXPRESS DAILY
Lv. NEW YORK, 230 STREET	9.50 AM	11.50 AM	N 3.50 PM	5.50 PM	7.50 AM	11.50 PM	6.50 PM	NOTE
Lv. NEW YORK, LIBERTY STREET	10.00 AM	12.00 PM	N 4.00 PM	6.00 PM	8.00 AM	1.30 PM	7.00 PM	-----
Lv. PHILADELPHIA	12.30 PM	2.17 PM	8.15 PM	10.17 PM	10.17 PM	4.15 PM	9.21 PM	-----
Lv. BALTIMORE, MT. ROYAL STATION	2.43 PM	4.15 PM	8.09 PM	10.55 PM	12.13 PM	6.45 PM	11.23 PM	-----
Lv. BALTIMORE, GARDEN STATION	3.00 PM	4.30 PM	8.00 PM	11.10 PM	12.22 PM	7.00 PM	11.32 PM	-----
Lv. WASHINGTON	4.05 PM	5.30 PM	9.10 PM	12.40 PM	1.22 PM	8.00 AM	12.30 AM	-----
Ar. DEER PARK HOTEL	-----	-----	-----	7.13 PM	-----	-----	-----	-----
Ar. PITTSBURGH	-----	-----	6.45 AM	-----	9.42 PM	5.05 PM	8.50 AM	Lv. 5.40 PM
Ar. CLEVELAND	-----	-----	12.00 PM	-----	-----	10.00 PM	-----	10.00 PM
Ar. WHEELING (EASTERN TIME)	-----	5.35 PM	-----	-----	7.40 PM	-----	-----	Lv. 6.00 PM
Ar. COLUMBUS (CENTRAL TIME)	-----	8.45 AM	-----	-----	-----	-----	-----	9.50 PM
Ar. CHICAGO	-----	5.15 PM	-----	-----	9.45 AM	7.45 AM	-----	7.45 AM
Ar. CINCINNATI	8.05 AM	-----	-----	5.35 PM	-----	11.50 PM	-----	-----
Ar. INDIANAPOLIS	10.55 AM	-----	-----	11.50 PM	-----	-----	-----	-----
Ar. LOUISVILLE	11.50 AM	-----	-----	9.30 PM	-----	7.10 AM	-----	-----
Ar. ST. LOUIS	5.27 PM	-----	-----	7.28 PM	-----	1.40 PM	-----	-----
Ar. OHATTANOOGA	6.15 PM	-----	-----	8.30 PM	-----	-----	-----	-----
Ar. MEMPHIS	-----	-----	-----	8.15 PM	-----	-----	-----	-----
Ar. NEW ORLEANS	8.45 AM	-----	-----	8.10 PM	-----	-----	-----	-----

Through Pullman Sleepers to all points. + Except Sunday. N—Connection east of Philadelphia is made with No. 509, "Royal Limited." Note—Direct connection at Cumberland with Train No. 55 from points east.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EASTWARD	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUENNE LIM. DAILY	No. 14 EXPRESS DAILY
Lv. CHICAGO	-----	-----	5.30 PM	10.40 AM	-----	-----	8.30 PM
Lv. COLUMBUS	-----	-----	-----	7.00 PM	-----	-----	-----
Lv. WHEELING (EASTERN TIME)	-----	5.00 PM	-----	12.25 AM	-----	-----	10.50 AM
Lv. CLEVELAND	-----	-----	11.30 PM	-----	3.00 PM	-----	-----
Lv. PITTSBURGH	-----	-----	8.00 AM	-----	9.30 PM	6.30 PM	1.15 PM
Lv. ST. LOUIS	* 9.00 AM	1.45 AM	-----	-----	-----	9.29 PM	NOTE
Lv. LOUISVILLE	2.10 PM	8.10 AM	-----	-----	-----	2.50 AM	-----
Lv. INDIANAPOLIS	* 2.55 PM	7.30 AM	-----	-----	-----	4.45 AM	-----
Lv. CINCINNATI	* 6.35 PM	12.10 PM	-----	-----	-----	8.00 AM	-----
Lv. NEW ORLEANS	-----	9.10 AM	-----	-----	-----	8.00 AM	-----
Lv. MEMPHIS	-----	8.40 PM	-----	-----	-----	1.00 PM	-----
Lv. CHATTANOOGA	5.20 AM	10.30 PM	-----	-----	-----	-----	-----
Lv. DEER PARK HOTEL	-----	-----	*10.15 AM	-----	-----	-----	-----
Ar. WASHINGTON	12.40 PM	6.30 AM	4.42 PM	12.30 PM	6.41 AM	2.42 AM	10.25 PM
Ar. BALTIMORE, GARDEN STATION	1.47 PM	7.50 AM	5.50 PM	1.47 PM	7.50 AM	3.47 AM	11.30 PM
Ar. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	6.05 PM	1.59 PM	8.00 AM	3.55 AM	12.44 PM
Ar. PHILADELPHIA	4.05 PM	9.15 AM	8.19 PM	4.35 PM	9.15 AM	6.05 AM	1.05 PM
Ar. NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 PM	6.30 PM	12.35 PM	8.32 AM	5.40 PM
Ar. NEW YORK, 230 STREET	6.45 PM	12.45 PM	10.50 PM	6.45 PM	12.45 PM	8.43 AM	6.33 PM

Through Pullman Sleepers from all points. * Daily. + Daily except Sunday

TRAINS "EVERY HOUR ON THE HOUR"

BETWEEN WASHINGTON AND BALTIMORE.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR" — NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR" — WASHINGTON TO NEW YORK.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

No. 512. Drawing Room Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia. Dining Car, a la carte, Philadelphia to New York.

No. 504. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. Five Hour Train. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Philadelphia to New York.

No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.

No. 528. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Dining Car, table d'hote, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506. Drawing Room Parlor Car Washington to New York. Dining Car a la carte, Baltimore to Philadelphia.

No. 514. Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 535. Separate Pullman Drawing Room Sleeping Cars to Baltimore, Washington and Cincinnati. Dining Car, a la carte, Baltimore to Washington.

No. 517. Drawing Room Parlor Car Philadelphia to Washington.

No. 505. Drawing Room Sleeping Car New York to Chicago. Dining Car, a la carte, New York to Philadelphia.

No. 501. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.

No. 507. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.

No. 527. Five Hour Train. Drawing Room Buffet Parlor Car New York to Washington.

No. 509. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hote, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.

No. 511. Drawing Room Parlor Car New York to Philadelphia. Drawing Room Buffet Sleeping Car New York to Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

No. 1. Cincinnati-St. Louis Limited. Drawing Room Sleeping Car New York to St. Louis. Drawing Room Sleeping Car New York to Cincinnati. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

No. 7. Chicago Express. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Pittsburg Night Express. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. St. Louis Express. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.

No. 11. "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Conneville to Pittsburg.

No. 5. "Chicago Limited." Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Washington to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve all meals.

No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Buffet Drawing Room Sleeping Car Wheeling to Chicago. Buffet Drawing Room Sleeping Car Cleveland to Chicago. Buffet Parlor Car Baltimore to Pittsburg.

No. "555-55-5." The Daylight Train. Drawing Room Sleeping Car New York to Cincinnati. Buffet Parlor Car Baltimore to Pittsburg. Parlor Car Cumberland to Wheeling. Breakfast on Dining Car. Dinner at Cumberland. Dining Cars Parkersburg to Cincinnati and Flora to St. Louis.

EASTWARD.

No. 2. St. Louis-New York Limited. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Louisville to Washington. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.

No. 4. Cincinnati-New York Limited. Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 6. Chicago-New York Limited. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. Chicago-New York Express. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals except breakfast at Cumberland.

No. 10. Night Express. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.

No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Philadelphia to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Conneville and Philadelphia to New York. Dining Car Cincinnati to Parkersburg.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Buffet Drawing Room Sleeping Car Chicago to Cleveland. Buffet Parlor Car Pittsburg to Baltimore.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Wheeling. Parlor Car Wheeling to Cumberland.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines may be had at the Offices of the Company, as follows:

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 B. N. AUSTIN, General Passenger Agent, Baltimore & Ohio Lines West, Chicago, Ill.
 D. M. MARTIN, Manager Passenger Traffic, Baltimore & Ohio R. R., Baltimore, Md.
GENERAL OFFICES: BALTIMORE & OHIO BUILDING, BALTIMORE, MD



505-5

“New York-Chicago Limited”

No. 505 Leave NEW YORK, 23d Street - - 7.50 a. m.
 Leave NEW YORK, Liberty Street - 8.00 a. m.

Breakfast on Dining Car.

Leave PHILADELPHIA - - - 10.17 a. m.
 Arrive BALTIMORE - - - 12.17 noon
 Leave BALTIMORE - - - 12.22 p. m.

A la carte Luncheon on Dining Car.

Arrive WASHINGTON - - - 1.12 p. m.
 No. 5 Leave WASHINGTON - - - 1.22 p. m.
 Arrive CUMBERLAND - - - 5.12 p. m.

A la carte Dinner on Dining Car.

Arrive CONNELLSVILLE - - - 8.02 p. m.
 Arrive PITTSBURG - - - 9.42 p. m.
 Leave PITTSBURG - - - 10.00 p. m.
 Arrive AKRON - - - 12.54 a. m.
 Leave CLEVELAND - - - 11.30 p. m.
 Arrive CHICAGO - - - 9.45 a. m.

A la carte Breakfast on Dining Car.



Solid Vestibuled Train with splendid Day Coaches New York to Chicago. Pullman Drawing Room Sleeping Car New York to Chicago. Pullman Observation Parlor Car Washington to Pittsburg. Pullman Drawing Room Sleeping Car Pittsburg to Chicago. A la carte breakfast in Dining Car to Philadelphia. A la carte luncheon and dinner in Dining Car Baltimore to Pittsburg. A la carte breakfast in Dining Car Garrett to Chicago.

Spring Excursions to Washington

Royal Blue Line

PERSONALLY CONDUCTED TOURS

ALL EXPENSES INCLUDED, FROM

BOSTON AND NEW YORK

TO

WASHINGTON

1907

LEAVING BOSTON

March 8 and 22 April 5 and 19
May 3

Leaving New York following day

\$25
Boston

\$18
New York

COVERS EVERY EXPENSE; EACH TOUR OCCUPYING ONE WEEK. TICKETS PERMIT OF LONGER STAY IN WASHINGTON, AND ALLOW STOP-OVER IN NEW YORK RETURNING

Royal Blue Line

POPULAR.... THREE-DAY TOURS

FROM

**NEW YORK and PHILADELPHIA
CHESTER and WILMINGTON**

AND INTERMEDIATE POINTS TO

WASHINGTON

PERSONALLY CONDUCTED
ALL EXPENSES INCLUDED

**\$12 From NEW YORK
\$ 9 From PHILADELPHIA
\$ 9 From WILMINGTON
\$ 9 From CHESTER**

March 7 and 25, 1907
April 11 and 25, 1907
May 9, 1907

COVERS EVERY EXPENSE, INCLUDING TRANSPORTATION FOR THE ROUND TRIP, MEALS EN ROUTE, TRANSFERS AND TWO DAYS' BOARD AT FIRST-CLASS HOTELS IN WASHINGTON. TICKETS ARE GOOD FOR RETURN ON ANY TRAIN WITHIN TEN DAYS FROM DATE, AND PERMIT STOP-OVERS AT BALTIMORE AND PHILADELPHIA.

Old Point Comfort

Special Tours

FROM

BOSTON

March = = 16

FROM

**NEW YORK AND
PHILADELPHIA**

March = = 17

DETAILS MAY BE HAD OF ROYAL BLUE
LINE TOUR AGENTS NAMED HEREIN

GETTYSBURG

AND

WASHINGTON

Special Tours

FROM

Boston \$32
May 17, October 18

New York \$22
May 18, October 19

Philadelphia \$19
May 18, October 19

PERSONALLY CONDUCTED
ALL EXPENSES INCLUDED

DETAILS MAY BE HAD OF ROYAL BLUE
LINE TOUR AGENTS NAMED HEREIN

Spring Excursions to Washington

Baltimore & Ohio

SPRING EXCURSIONS

TO

Washington and Baltimore

MARCH 23 and APRIL 11.

Bellaire, O	\$10.00	Foxburg, Pa.....	\$10.00
Benwood Junction, W. Va.....	10.00	Johnstown, Pa.....	7.35
Braddock, Pa.....	8.60	Marietta, O.....	10.75
Butler, Pa.....	9.00	McKeesport, Pa.....	8.60
Connellsville, Pa.....	7.35	Pittsburg, Pa.....	9.00
Dunbar, Pa.....	7.35	Uniontown, Pa.....	7.65
Everson, Pa.....	7.35	Washington, Pa.....	10.00
Fairchance, Pa.....	7.85	Wheeling, W. Va.....	10.00

TICKETS will also be
sold from following sta-
tions on same dates to

WASHINGTON

Belpre, O.....	\$10.75	Morgantown, W. Va.....	\$ 8.60
Brunswick, Md.....	1.49	Moundsville, W. Va.....	9.65
Buckhannon, W. Va.....	9.05	New Martinsville, W. Va.....	10.45
Charlestown, W. Va.....	2.00	Oakland, Md.....	6.20
Clarksburg, W. Va.....	8.30	Parkersburg, W. Va.....	10.75
Claysville, Pa.....	10.00	Piedmont, W. Va.....	5.45
Cumberland, Md.....	4.57	Point Pleasant, W. Va.....	11.50
Fairmont, W. Va.....	8.30	Ravenswood, W. Va.....	11.45
Gallipolis, O.....	11.50	Richwood, W. Va.....	11.95
Grafton, W. Va.....	7.65	Romney, W. Va.....	4.71
Hagerstown, Md.....	2.31	Shenandoah Junction, W. Va.....	1.89
Harper's Ferry, W. Va.....	1.67	Sistersville, W. Va.....	10.75
Huntington, W. Va.....	12.00	Somerset, Pa.....	6.30
Kenova, W. Va.....	12.00	Spencer, Va.....	12.45
Keyser, W. Va.....	5.30	Strasburg Junction, Va.....	2.85
Mannington, W. Va.....	8.80	Washington Junction, Md.....	1.28
Martinsburg, W. Va.....	2.23	Weston, W. Va.....	9.05
Mason City, W. Va.....	11.45	Williamstown, W. Va.....	10.75
Meyersdale, Pa.....	5.70	Winchester, Va.....	2.70

Corresponding fares from intermediate stations.

All tickets good returning 10 days

INCLUDING DATE OF SALE.

For tickets and full information call on Ticket Agents

BALTIMORE & OHIO R. R.

Baltimore & Ohio

“555 - 55 - 5”

THE “DAYLIGHT SPECIAL” TO

Pittsburg, Cincinnati, Cleveland and Chicago

Solid Vestibuled Train of Splendid Day Coaches, Pullman Drawing Room Sleeping Cars to Cincinnati, Buffet Parlor Car to Pittsburg, with immediate connections to Cleveland and Chicago.

No. 555 Leave NEW YORK, 23d Street, . . . 11.50 p. m.
Leave NEW YORK, Liberty Street, . . . 1.30 Night

Sleeping Cars ready for occupancy at Jersey City at 10.00 p. m.

Leave PHILADELPHIA, 4.15 a. m.
Arrive BALTIMORE, 6.50 a. m.

Buffet Parlor Car Baltimore to Pittsburg.

Leave BALTIMORE, 7.00 a. m.

SUNRISE

A la carte Breakfast on Dining Car.

Arrive WASHINGTON, 7.50 a. m.

No. 55 Leave WASHINGTON, 8.00 a. m.

Arrive CUMBERLAND, 12.03 Noon.

Lunch at Queen City Hotel.
Parlor Car attached for Wheeling.

Leave CUMBERLAND, 12.20 p. m.

Arrive PITTSBURG, 5.05 p. m.

Arrive CLEVELAND, 10.00 p. m.

Arrive CHICAGO, 7.45 a. m.

Leave CUMBERLAND, 12.23 Noon.

Arrive WHEELING, 7.40 p. m.

Arrive PARKERSBURG, E. T., . . . 7.20 p. m.

SUNSET

No. 5 Leave PARKERSBURG, C. T., . . . 6.25 p. m.

A la carte Dinner on Dining Car.

Arrive CINCINNATI, 11.50 p. m.

Before midnight, in time for electric cars to all parts
of the city and suburbs.

Leave CINCINNATI, 2.30 a. m.

Arrive LOUISVILLE, 7.10 a. m.

Arrive ST. LOUIS, 1.40 p. m.



Map of
the
RAILROADS
AND CONNECTIONS

Baltimore & Ohio R.R.

EAST AND WEST



CALENDAR - 1907



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
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29	30						27	28	29	30	31										29	30	31				

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BOOK OF THE ROYAL BLUE



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BOOK OF THE ROYAL BLUE.

APRIL, 1907.

CONTENTS.

	Page
Historic Pennsylvania Avenue—By F. J. Young..	1
Chronology of Important Events in Virginia during Three Hundred Years.....	10
State Buildings at Jamestown Exposition—By Mark O. Waters.....	11
Second Conflict Preceding the Civil War	16
Baltimore & Ohio's Passenger and Freight Interests in St. Louis.....	19
Stub Ends of Thought { "The Evening Life"... } By Arthur G. Lewis..	21

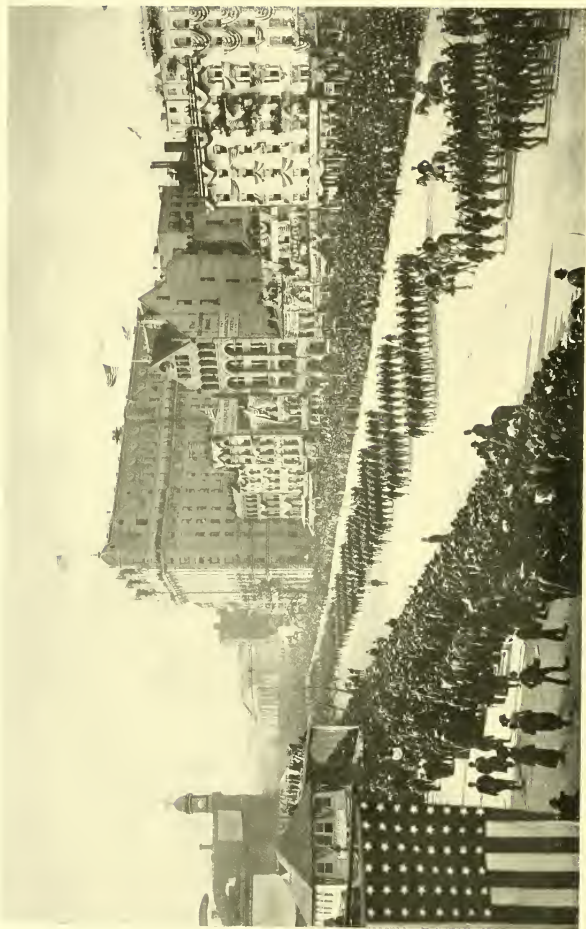
ILLUSTRATIONS.

Washington, D. C.—

Pennsylvania Avenue	Frontispiece
State, War and Navy Building.....	1
The Avenue Looking Towards the Capitol..	2
The Avenue Near 12th Street.....	3
The Avenue at 7th Street	4
Lower End of the Avenue at the Capitol ...	4
The Post Office.....	5
Treasury Building at the Head of the Avenue	6
Peace Monument.....	7
Botanical Gardens	8
Sherman Monument	9
State Buildings at Jamestown Exposition —	
Ohio Building	11
Maryland Building.....	12
Virginia Building.....	13
Missouri Building.....	15

PRICE 5 CENTS.

50 CENTS PER YEAR.



"THE AVENUE." HISTORIC PENNSYLVANIA AVENUE, WASHINGTON, D. C. SHOWING TREASURY BUILDING AT THE HEAD OF THE AVENUE.
FROM PHOTOGRAPH TAKEN DURING INAUGURAL PARADE OF PRESIDENT ROOSEVELT.

BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY

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WILLIAM ELLIOTT LOWES, EDITOR.

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BALTIMORE, APRIL, 1907.

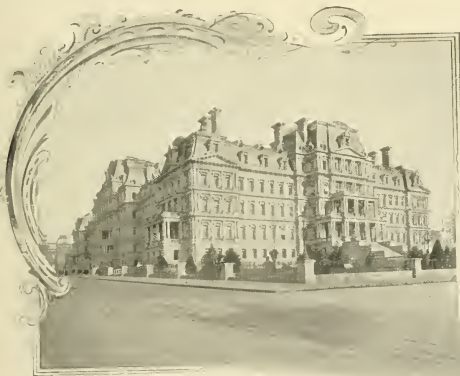
No. 7.

HISTORIC PENNSYLVANIA AVENUE.

BY F. J. YOUNG.

WHEN L'Enfant planned the city of Washington, in addition to the streets extending toward the cardinal points of the compass, he provided for a series of broad avenues radiating diagonally from the Capitol and named for the States.

east of that point, although wide and well paved, it is of little more importance than other streets near it, but this condition does not exist when the foot of the Capitol grounds is reached on the west. From thence the course is diagonally northwest, being broken by the massive Treasury



STATE, WAR AND NAVY BUILDING, WASHINGTON

Extending from the eastern or Anacostia branch of the Potomac, some two miles east of the Capitol, to the little city then known as Georgetown, was what was designed to be the principal one, which was named in honor of the Keystone State. Extending in a northwesterly direction, this avenue is broken by the Capitol grounds;

Building at 15th Street, but resuming again at the northwest corner of the White House grounds. The principal part of this Avenue, so far as the general public is concerned, is the stretch of something over a mile from the Peace Monument, as the marble group at 1st Street is called, to the Treasury Building. Over this level, concreted



"THE AVENUE" LOOKING TOWARD THE CAPITOL, SHOWING NEW WILLARD HOTEL TO THE LEFT AND NEW POST OFFICE TO THE RIGHT.

surface, 160 feet from curb to curb, have passed most of our country's famous men.

The residents of Washington seldom speak of this as Pennsylvania Avenue—but when "The Avenue" is mentioned, it is assumed that this space is meant. Beginning at 1st Street, and extending two blocks west on the south side, are the Government Botanical Gardens. The old National Hotel, near 6th Street, has been the temporary home of hundreds of statesmen whose names were household words in their day—Stephen A. Douglas, James Buchanan, Alexander H. Stephens, and others famous in our history, were guests here.

On the corner of 12th Street, now occupied by the Raleigh, stood the Kirkwood House, where Andrew Johnson was a guest when he became President through the assassination of Lincoln. The original plot of the conspirators embraced the murder of Johnson, as well as Lincoln and Seward, and he owed his life to the fact that the man detailed to kill him lost his nerve at the last minute.

Near 15th Street was Willards, for years the most famous hotel in the city. During the Civil War period, as well as for years before and after, it was a favorite resort for the leading men of the nation. The old Willards embraced five buildings, extending north to F Street, fronting on the

Avenue and overlooking 14th Street on the east. This building was replaced a few years ago by the present handsome structure. During the early days, as the village gradually grew toward a city, the Avenue was the principal thoroughfare from east to west, but, in common with the other streets, was like a country dirt road, a sea of mud in wet weather and a dusty desert in dry. However, as time passed improvements were made, and gradually the inhabitants grew to be interested in the progress of the city, and at one time a row of poplars was planted on either side of this road, as it was then. In 1862 the first car line in the city was established, running from the Capitol to the creek separating the city from Georgetown on the west. Many vigorous protests were filed against this action by people who thought the appearance of the Avenue would be injured. The "bob-tailed" cars of that day, with a single horse (the driver also being expected to see that passengers dropped the proper fare in the box), were not things of beauty, but were an improvement on the stage coaches which they partially supplanted. About 1870 the improvement of the city became a burning issue, emphasized by an attempt to remove the Capitol to a more central point, and the Board of Public Works made a decided step forward by paving Pennsylvania Ave-



"THE AVENUE", NEAR RALEIGH HOTEL, BETWEEN 12TH AND 13TH STREETS.

nue with wooden blocks, which were then coming into general use for city streets. The completion of the fourteen blocks between the Capitol and Treasury was celebrated by a carnival extending over two days—February 20 and 21, 1871. Parades of military and civic societies, floats showing the various industries of the city, and even trotting races and tournaments, were held on the new surface, and balls and merrymakings were numerous.

This style of pavement proved to be a failure, and was replaced a few years later by the present concrete form, which is kept clean by sweepers, whose white uniforms and helmets add to the picturesque features of this picturesque street. Nearly every civilized nation is represented at the capital, and on this thoroughfare the natives of many countries—Turks, Chinamen, Russians, Koreans and American Indians—all may be met, and down this highway drive or stroll the men who have made the name of this nation glorious in peace as in war, as well as many of the younger officers of the army or navy, to whom will fall the task of maintaining the country's honor in the future. During the sessions of Congress dozens of lawmakers may be seen, and almost any fine day a group of the judges of the Supreme Court may be met, while uniformed men from the garrisons here mingle with the throng.

Down this historic Avenue have passed

our presidents, from Jefferson to Roosevelt, on the way to the Capitol to take the oath which transformed them from private citizens to rulers of this mighty nation.

The inaugural parades have steadily increased in pomp and ceremony from the day when Jefferson rode alone on horseback to the Capitol.

On leaving the White House for the Capitol, the outgoing and incoming presidents are escorted by the military, the regulars predominating, and on coming from the Capitol, not only by the military, but the thousands of men who comprise the societies and political clubs, thereby emphasizing that all recognize him as president as well as commander-in-chief of the armed force of the republic, and this procession is reviewed by the newly installed executive. Mr. Jefferson reached the presidency through an election by the House of Representatives, on the thirty-sixth ballot, and his predecessor and opponent, Mr. Adams, was so chagrined that he left Washington before daybreak on March 4 to escape the mortification of welcoming his successor. Mr. Jefferson had sent to Virginia for a carriage and four horses, but the condition of the roads was such that they had not arrived, and he seems to have made the best of an awkward situation by going alone on horseback, and thereby setting an example of what is still known as "Jeffersonian simplicity."



"THE AVENUE" AT 7TH STREET, SHOWING HANCOCK STATUE.

Eight years later Madison was escorted by two companies of cavalry. The inauguration of Andrew Jackson, in 1825, was a notable one. He had been defeated four years previous, but in 1824 was elected after a heated campaign, and his induction into office was marked by scenes never paralleled on such an occasion. Party feeling ran high; his adherents seemed to

think the country had escaped a great danger and that the millenium had come, while his opponents were sure that ruin and chaos were imminent. Men came on horseback for hundreds of miles, horsemen galloped up and down the Avenue with hickory bark bridles, hickory stirrups, and carrying hickory clubs; women wore necklaces of hickory nuts and carried hickory



LOWER END OF "THE AVENUE" NEAR THE CAPITOL, SHOWING VERY LITTLE CHANGE IN BUILDINGS SINCE ANTE-BELLUM DAYS.

brooms. As Jackson's carriage passed, men yelled "Go it Andy, we put you there!" and similar greetings, and cheered for "Old Hickory."

Jackson seemed pleased, and smiled and bowed to right and left. The friends of Adams yelled and hissed, and several times a riot was narrowly averted. Another

coon-skin caps and hauling wagons on which were displayed log cabins or empty cider barrels, were conspicuous. The charge was made that President Van Buren was an aristocrat; hence the hard cider, log cabin and coon-skin features which had been exploited in the campaign. Successive inaugural parades have increased not only in



THE POST OFFICE.

spectacular scene was in 1841, when William Henry Harrison, who had been elected over Van Buren after a stirring campaign, in which he owed much of his success to having been lauded as the hero of Tippecanoe, where he had defeated the Indians in a severe battle, rode in the midst of a hollow square of his friends, mounted on a white horse, and followed by a motley procession, in which men wearing

size, but in the character of the display, and men carrying live pigs or roosters are no longer seen in line. Lincoln, Garfield and McKinley, all have ridden down this Avenue between lines of cheering spectators and buildings gay with flags and colors, to take the oath which raised them to the summit of earthly power, and later, other thousands have gathered in silence and sorrow to see their mortal remains conveyed

toward their last homes, while the emblems of mourning had replaced the gay streamers. On this Avenue have passed in parade thousands of Knights Templar with waving plumes, other civic societies without number, militia from neighboring States, and the best troops on earth—the United States regulars—on parade or escort duty, or when en route for distant lands.

Visiting troops from foreign nations have paraded here in holiday attire in times of peace, and once the red-coated British in time of war.

Every phase of joy or grief has been exhibited here—heroes returning have been

whose fame had filled the land at the head of the men who had won the victory.

It was no holiday parade; the troops marched fully equipped, and the spectators knew that they were seeing the men who had made history, and that the tattered colors so proudly carried had waved on many a hard-fought field, and served as rallying points for the lines torn and broken by shot and shell at Cold Harbor, Petersburg, and many other fields of death and danger.

On May 23 more than 70,000 men of the Army of the Potomac passed the stand on which were the newly installed President,



TREASURY BUILDING AT THE HEAD OF THE AVENUE.

welcomed; political clubs with torches have marched, cheering for their candidates, or celebrating their election; and the industries of the city have been exploited. But when parades on the Avenue are spoken of, the older residents of Washington always cite the Grand Review of 1865 as the one unapproachable spectacle. In May of that year the armies of Grant and Sherman were about to be mustered out, and, while the arrangements were being consummated, it was decided to have a review of the two armies. After four years of alarms, during which call had followed call for men to fill the depleted ranks, peace had come, and an opportunity was given to see the leaders

Johnson; Grant, the leader of all; Stanton, the grim secretary of war, and many others who have passed away.

There was the Cavalry which had measured strength with the troopers of Stuart and Hampton, and although Sheridan, the hero of Five Forks and Winchester, was absent, at the head of the divisions rode Custer and Merritt and Gregg and others whose sabers had blazed the way in many a charge. There was the Infantry which had faced the storm of lead at Fredericksburg, the dangers of the Wilderness, and the fevers of the swamps of Chickahominy, and with them the Artillery, whose red-mouthed guns had beaten back the charg-

ing lines of Gray at Gettysburg and who had shared the hardships of the closing campaigns until Lee's veterans, ragged and starving, but still fierce and defiant and with undiminished courage, failed to break Grant's encircling lines.

For seven hours this mass of men moved

sifted out the weak and sickly, and every man in line could be counted as effective, and the result was a force which Sherman said was invincible and which Grant said man for man had no equal on earth.

This display can never be duplicated. Inaugural parades will continue, military



PEACE MONUMENT.

at company front through thousands of cheering spectators. On the 24th came Sherman with the men from the West, the men of Donelson, Vicksburg, Stone River and Atlanta, who had marched the width of the Confederacy from Atlanta to Savannah, and then faced north to meet Johnson. The hardships of the closing days had

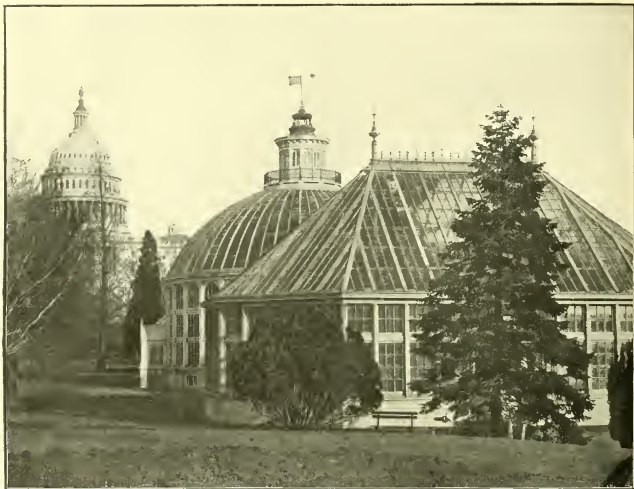
pageants will be seen and the Avenue will be gay with banners and music, and thronged with marching men, but they will not be the veterans whose uniforms were faded but whose guns were bright, who then followed the leaders whose fame will endure while we are a Nation and histories are written and read.

Dismounting when he reached the reviewing stand, Sherman joined the distinguished group gathered there, and publicly refused to take Stanton's extended hand.

Grant, Sherman, Hancock, Custer, Meade, most of the conspicuous figures in

stiffly and out of step, the stalwart youths who followed the torn battle flags in 1865.

Marching with their comrades were General Alger, afterwards Secretary of War; General Butler, whose iron rule restored order in New Orleans; former President Hayes, President-to-be McKinley, and



BOTANICAL GARDENS.

that memorable parade, are gone, as are most of the men who filled the ranks.

In September, 1892—

“Blare of bugle and beat of drum
Thrilled the Avenue once again—
Once again had the soldiers come,
A mighty column of blue clad men”

and 60,000 members of the Grand Army of the Republic passed in review on the occasion of their annual meeting and parade. In the line were thousands who had carried swords or muskets in the Greater Review many years before, but the spectators could not recognize in the gray haired men, many of whom marched

many other famous men who have since answered the last roll call. For hours the column passed up the Avenue, and it was after dark before the last of this, the greatest showing of this great organization, was dismissed.

In 1902 the G. A. R. met here and again traversed the historic route.

Just off the Avenue on 1st Street, near the Capitol grounds, stands the bronze statue of Garfield, soldier, statesman and president; near 7th Street, Hancock, “the superb,” is shown in bronze, mounted and overlooking the Avenue as though he again could see the marching columns he loved so well; nearly opposite is the pedestrian

bronze figure of Rawlins, Grant's famous Chief of Staff. At 10th Street Benjamin Franklin, statesman and philosopher, stands in marble; near the Treasury, Sherman is shown on a lofty pedestal, mounted and in campaign uniform, easily recognized by those who saw him at the head of his troops in the 60's.

Beyond the Treasury Department, on the north side and opposite the White House, is LaFayette Square, in the center of which stands a figure of Andrew Jackson on a rearing steed, which is said to have been the first bronze statue cast in America.

Near the entrance to this park, and facing the Avenue, is the colossal group presented by the French Nation in memory of LaFayette and surmounted by his statue, and on the corner above is a heroic sized figure of another great Frenchman who aided us in the War for Independence—Admiral Rochambeau.

At 22d Street and Pennsylvania Avenue is Trumbull's equestrian statue of Washington, in full Continental uniform, with drawn sword.

At the last session of Congress a bill was introduced looking to the purchase of all the land on one side, from the Botanical Gardens to 15th Street, which is now private property. The granite Post Office Building, near 12th Street, would be an ornament to any city, as would the marble structure now in course of construction by the municipal authorities, and as the business of the Government necessarily expands, and more room is needed, it seems to be only a question of a few years when the south side, from 1st to 15th Streets, will show a line of marble and granite. The massive building of the State, War and Navy Departments fronts on this Avenue, and it is rapidly becoming in architecture, what it is in width and condition, the model street of the world.

So many of the buildings of this thoroughfare have been associated with the lives of the men who have shaped the history of the country that it is impossible to even mention them, but no city in America has a street around which cluster so many memories of great men.



SHERMAN MONUMENT.

CHRONOLOGY OF IMPORTANT EVENTS IN VIRGINIA DURING THREE HUNDRED YEARS.

1607—Arrival of the "Discovery," "God-speed" and "Susan Constant," commanded by Capt. Christopher Newport, with the first English Colonists up the James River, establishing settlement on Jamestown Island. Capt. John Smith saved from death by the Princess Matoa, or Pocahontas, the daughter of the Indian Emperor, Powhatan.

1608—Ravages of starvation and death depleted the ranks of the Colonists, combined with attacks of Indians. Captain Smith explored the Potomac River as far as Georgetown, near Washington; also the Chesapeake Bay as far as the site of Baltimore, and the Susquehanna River as far as Havre de Grace.

1609—The expedition headed by Sir Thomas Gates arrived at Jamestown.

1610—Lord De la Ware arrived at Jamestown with expedition.

1611—Sir Thomas Dale arrived at Jamestown.

1613—Marriage of Pocahontas to John Rolfe.

1616—John Rolfe and his wife, Pocahontas, arrived in England and presented at Court.

1617—Death of Pocahontas at Gravesend, England.

1619—Sir George Yeardley appointed Governor of the Colony. First slaves sold in Virginia by Dutch trading vessel.

1620—Ninety young women from England introduced in the Colony as wives for the Colonists.

1621—London Company granted constitution to the Virginia Colonists.

1622—Sir Francis Wyatt assumed Governorship. First American Legislature, known as the House of Burgesses, assembled in the church at Jamestown. Massacre of about three hundred settlers by Indians under Opechancanough.

1624—The Virginia Company in London was dissolved by James I.

1629—Duke of Norfolk proposed settlement upon the southern shore of the James River.

1633—Cecil Calvert (Lord Baltimore) arrived with the Catholic Colony at the Capes of Virginia, and proceeded up the Chesapeake Bay.

1634—First Calvert Colony formed at St. Mary's, Maryland.

1639—Commonwealth of Maryland established.

1642—Sir William Berkeley arrived at Jamestown as the new Governor of the Colony of Virginia.

1644—Second massacre of Colonists by Indians.

1647—The Colonies increased by arrival of the Cavaliers, fugitives from England.

1648—Europeans in Virginia Colony numbered 20,000.

1652—Arrival of English fleet and surrender of Jamestown settlement to the Cromwellian Commissioner.

1660—The decline of Puritanism in Virginia by emigration to North Carolina. King Charles caused the arms of Virginia to be quartered with those of Scotland and Ireland as an independent

member of his empire. From this circumstance the title of "Old Dominion" was given to Virginia.

1673—Grant of Virginia to the Earl of Arlington and Lord Culpepper by the Crown, and the consequent growth of republicanism.

1676—Burning of Jamestown—Bacon's Rebellion.

1680—Lord Culpepper arrived and became Governor of Virginia.

1692—William and Mary College established at Williamsburg.

1705—Williamsburg founded as the first Colonial Capital.

1710—Col. Alexander Spotswood, new Governor of Colony.

1736—First Virginia newspaper, "The Virginia Gazette," published weekly at Williamsburg by William Parks. Norfolk town incorporated.

1737—The town of Richmond laid out at the Falls of the James River by Col. William Byrd.

1753—George Washington, twenty-one years of age, under commission of Governor Dinwiddie, of Virginia, carried important messages from Williamsburg to the French commander at the forks of the Ohio River, requesting the French to leave the territory. He proceeding over the Indian trail which lay along the route taken later by the National Road.

1754—First skirmish of the French and Indian War, led by Washington.

1755—Braddock's defeat.

1756—Population of Virginia Colony 168,000.

1758—Washington defeated the French at Fort Duquesne and returned to Williamsburg.

1759—Washington married to the Widow Custis at Williamsburg, and retiring from the military, took seat in the Assembly.

1774—Patrick Henry's speech at Virginia Convention, which stirred up the Virginia Colony for the revolution.

1776—Richard Henry Lee, of Williamsburg, offered the following resolution in Congress: "Resolved, that the United Colonies are, and of a right ought to be, Free and Independent States."

1781—Siege of Yorktown and surrender of Cornwallis, ending the War of the Revolution.

1799—Washington died at his home at Mt. Vernon, Virginia.

1807—Gen. Robert E. Lee born.

1861—First Battle of Bull Run, July 21.

1862—Battle of the "Merrimac" and "Monitor" in Hampton Roads. General Lee, Commander-in-Chief of Confederate Army. Civil War centered about Richmond in Virginia. Second Battle of Bull Run, August.

1865—General Lee surrendered to General Grant at Appomattox Court House, Virginia, ending the Civil War.

1907—April 26, opening of the Ter-Centennial Exposition in commemoration of the three hundredth anniversary of English speaking people in America.



OHIO STATE BUILDING.

STATE BUILDINGS AT JAMESTOWN EXPOSITION.

BY MARK O. WATERS.

ALL over the country and even with an interest penetrating every nook and corner of the world the Jamestown Ter-Centennial Exposition is attracting the attention of historian, farmer, scientist, educator, mechanic, lover of pleasure, in fact, all classes of people, because the scope of the celebration is so broad that all tastes and inclinations will be interested and satisfied. The unusual interest is natural, considering that the approaching event is to commemorate a no less momentous occurrence than the founding of the colony of Jamestown, the first English settlement in America. This was effected, as every schoolboy should know, 300 years ago, on a peninsula, now an island, in the James River of Virginia, a spot whose deserted ruins now constitute about all that remains of the once pompous and flourishing village.

Some miles down the James River from these ruins, where the stream broadens into the harbor of Hampton Roads, there is an expanse of water which offers probably the largest safe anchorage for ships on the eastern coast of America. Around this harbor are grouped within a radius of ten miles the cities of Norfolk, the commercial metropolis of Virginia and the seaport of a vast inland section of several States; Portsmouth, with the great navy yards of the general government; Newport News,

with its famous ship-building plants and dry docks, the largest in the world; Hampton, where is located one of the National Soldiers' Homes and the Hampton Industrial Institute; Old Point Comfort, with its historical associations, and Fortress Monroe, the most impregnable and commanding fortress in America.

In the center of this cluster of cities and towns and overlooking Hampton Roads, famous historically as the scene of the Monitor-Merrimac naval engagement, is located the Jamestown Exposition, with a view to providing entertainment, instruction and accommodations for the millions of pilgrims who will wend their ways thither during the coming summer and autumn. The cities and towns located on Hampton Roads constitute, practically, one large city community with a population of over 200,000 people, so it will be seen they can afford extensive natural accommodations to visitors. In Norfolk alone, half a dozen first-class hotels are being completed and will be ready for Exposition visitors.

While the land show promises to be more interesting in an historical way than that of any other, it is on the salt water adjacent to the Exposition grounds that the most spectacular part of the celebration will occur. Here the yachts of all nations, the war vessels of all countries, and the world's

finest nautical craft of all sorts will assemble. All day and night on these waters there will be a show of a kind never before witnessed and with the myriad of monster searchlights on ships and shore and on the great Government piers a scene never to be forgotten will be presented.

Among the State buildings which are completed are those of Rhode Island, Virginia, Maryland, New Jersey, Pennsylvania, Ohio, North Dakota, Connecticut, Massachusetts and Missouri. Work is progressing on buildings for New York, North

of architectural structure and furnishings. Of these State edifices that of the "Old Dominion" will be the most imposing, presenting a massive type of Colonial structure in all its conventional dignity. The Virginia exhibits will not be under this roof but will have space in the various exhibition palaces according to classification, leaving the State structure to serve exclusively for the reception and entertainment of visitors and guests. The Virginia Building will have a frontage of 116 feet, including the side porches. It is of brick with stone and



MARYLAND STATE BUILDING.

Carolina, Illinois, Georgia, Delaware, Vermont, Kentucky and West Virginia.

Following the plan of the Exposition Palaces proper, the States' buildings, with few exceptions, will be of the Colonial type, a design in keeping with the sentiment they portray in that the grand ensemble will present a Colonial city, typical and emblematic of the Colonial period which it commemorates. However, several of the States have selected for reproduction some historic home or notable public edifice or fortification which stands within its borders, as its home at the new Jamestown, such reproductions to include minutest details

marble ornamentation. The front elevation presents the harmonious effect of Ionic elegance combined with Doric simplicity. Lofty Corinthian columns surmounted with acanthus-leaf capitals support the roof projection above an imposing entrance. The building is appropriate for the purpose intended, that of a home for the children of Old Virginia from near and from afar.

The Georgia Building will be a representation of "Bulloch Hall" at Rosewell, Georgia. "Bulloch Hall" was the home of Mittie Bulloch, the mother of President Roosevelt. Here she was married to the President's father and the reproduction of



VIRGINIA BUILDING.

this building typifies three great periods in the State's history—Colonial Georgia, from the fact that the President's great grandfather was the second governor of Georgia; Confederate Georgia, in that the President's two uncles were gallant defenders in the Lost Cause. One of these was Archibald Bulloch, a captain of the Confederate navy and the confidential agent of President Jefferson Davis in Europe. The other uncle, James Bulloch, was an officer in General Lee's army in the Virginia campaigns. The building will be connected with the present by the circumstance that the President will deliver the address of dedication of this building in June. The rooms of this building will be furnished by eight cities of the State, Atlanta, Savannah, Columbus, Macon, Valdosta, Albany and Cordele, the cost in the furnishings ranging from \$500 to \$2,000.

North Carolina has one of the prettiest buildings at the Exposition. It is of large Colonial design with immense columns and porches, and is constructed of North Carolina yellow pine. The appropriation of this State is \$55,000, and a fine exhibit will be made along historical, industrial and educational lines. The historical exhibit will embrace a great variety of Colonial heirlooms and Revolutionary relics.

South Carolina is profiting by her experience at a former exposition, where her sole exhibit amounted to two barrels of half-spoiled apples, and will expend at least the sum of \$25,000 in an exhibit at the Jamestown Exposition, but will not have a

building unless present plans are changed. The State is endeavoring to be the first to have its exhibit installed. Section 30 of the States' Exhibit Palace has been reserved, and the exhibit will include cotton manufacture, forestry, agriculture, undeveloped waterpower, mineral water, historical, general manufactures, minerals, an exhibit from Clemson Industrial College and an exhibit in the Educational Building.

Delaware has appropriated \$10,000 and will reproduce the Old Swedes' Church of Wilmington. This church is a landmark and dates back 200 years. New Jersey has reproduced General Washington's headquarters at Morristown and the State will have a fine exhibit in education, social economy, good roads, agriculture, forestry, game and mines, the exhibit to be a permanent one, and after the Exposition will be under the care of Curator S. R. Morse of the State museum.

New York is erecting a colonial mansion modeled after the home of the late General Lee, "Arlington," on the Potomac, opposite the city of Washington. It will be surmounted by a dome in resemblance to the dome of the Congressional Library at Washington.

Pennsylvania has constructed a replica of the old Independence Hall of Philadelphia, corresponding in every detail to the original, which is familiar by picture or personal inspection to almost everyone. It is hoped to have the old Liberty Bell comprise a part of the historical exhibit of Pennsylvania. The historical and industrial

exhibits of this State will be among the best ever collected. The city of Philadelphia will occupy 25,000 feet in the Manufactures and Liberal Arts Building.

Maryland made an appropriation of \$65,000 and has erected a fine Colonial mansion in representation of the old home of Charles Carroll, of Carrollton. Carroll was one of the signers of the immortal Declaration of Independence and survived all the others by half a dozen years, and was also the man who turned the first spadeful of earth for the building of the Baltimore & Ohio Railroad in 1828, the first railroad of America, after all the other signers had passed away. He was afraid someone else might be called upon to bear the blame of the signature to the Declaration, so he affixed "of Carrollton" to his name to prevent any misunderstanding. One room in this building is a replica of the old senate chamber at Annapolis, where Washington resigned his command of the army. The building is a beautiful piece of Colonial architecture. In addition to the State building, the city of Baltimore will erect a "House of Welcome" of Colonial design, two stories high and with sixty feet front. The Maryland exhibit will include horticultural, industrial schools, historical, marine, oysters, etc.

Massachusetts has attempted to reproduce the old State House at the head of State Street, Boston, as its building at the Exposition, and in this they have succeeded well. The structure is one of the most interesting and quaint in the group of State buildings. The first story is given over to the general entrance and exhibition halls, the circular staircase hall, the old staircase being reproduced faithfully; the commission's office, curator's room, lavatories, etc. The main feature of the second story is an exact reproduction of the famous old council chamber where James Otis warred against Writs of Assistance, and the representatives' hall, the scene of so many stirring events. Massachusetts will contribute a fine collection of old silver, lace, samplers, art works, metal, furniture, old books, paintings, needlework, clothing and cooking utensils, illustrative of the Colonial period.

Connecticut has reproduced a beautiful building with a plan substantially that of the famous Colonel Talmadge house at Litchfield, the architecture being quite closely followed, but the interior has been varied

slightly to conform to modern ideas. The Talmadge home was the first Colonial mansion erected in Connecticut. The owner was a valued member of General Washington's staff, and was intrusted with the execution of Major John Andre, the British spy, and in this house were planned some of the most successful campaigns of the War of the Revolution. Connecticut's exhibit of historical heirlooms and relics will be very complete. The celebrated Guilford antiques will comprise a portion of the exhibit from this State.

The Rhode Island Building is elaborate in design and distinguished in appearance, presenting as it does a replica of the first capitol of that State, and it is a great credit to the little State, which is little in area only. It is further distinguished by being the first for which an appropriation was made, the first for which ground was broken, and the first to be completed.

Vermont has appropriated \$10,000 for a building and exhibit and will erect a building at a cost of about \$4,000. The exhibit will consist of the historical collection of the Vermont Historical Society, a display of maple sugar, of the dairy, horticultural and educational industries and of the marble, slate and granite resources. New Hampshire will probably be represented by an exhibit, at least, and possibly by a building, an appropriation bill being now before the legislature of the State. Maine also has a bill for a \$15,000 appropriation up for consideration and will most likely be represented.

West Virginia has made an appropriation of \$55,000 and will erect a suitable building to represent the interests of that State. A pyramid of coal, 100 feet high, will be erected in front of this building. Ohio has completed, in cement block, a model of "Adena," the first stone house erected west of the Alleghany Mountains. This building stood near where Chillicothe, Ohio, now stands, and was for several years the residence of the Executive of that State when the capital was at Chillicothe.

Kentucky will rebuild Daniel Boone's fort as it appeared in Boonesboro, Ky., over 100 years ago. All of the timber will be sent from Kentucky, and this in itself will furnish an imposing forestry exhibit. The completed fort will have four block houses, one at each corner, and two central cabins. The cabins will be provided with old-time chimneys built of stone and rough

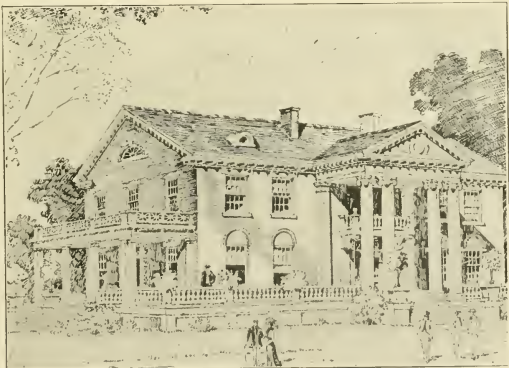
mortar and covered with rough hand-drawn shingles. A stockade ten feet in height will surround the cabins. The corner cabins will be two stories in height, the center cabins, one story. The interiors will be modern and will contain a fine collection of historical relics in addition to being used as the home of Blue Grass visitors. About the fort 1,000 rustic seats will be placed.

Illinois will soon have finished a fine old Colonial mansion with wide porches and verandas and fireplaces, broad staircases and window-seats, and will be representative of the one magical word, hospitality. Louisiana is building a Colonial house with porches and Ionic columns and capitals. Coffee rooms, reception rooms and offices have been provided on the first floor and bedrooms and lavatories on the second. This State has an appropriation of \$15,000.

If Tennessee is represented by a building, it will reproduce the home of John Ross, the first Indian who learned to read and write the English language. Florida will reproduce the old Call mansion at Tallahassee in honor of Richard Keith Call, one of the first citizens of Florida in the olden time, and of his daughter, Mrs. Ellen

Call Long, a woman known and honored throughout the South and who died but last year, December 17, 1906, at the age of 81.

Missouri has provided a fine old Colonial structure as a home for the residents of that State who will visit the Exposition. The building is of red brick, and with its stately porticos and wide verandas will produce the impression of a hospitable Colonial mansion. North Dakota has a nice building with every modern convenience, and visitors from that State will look upon it with pride as being representative of the interests of North Dakota at this great Exposition. Oklahoma will have an exhibit and perhaps a building; Oregon, Idaho, Washington and Montana are arranging to unite in the erection of a joint building to be known as the "Northwest States' Exhibit Palace." The structure is to cost \$250,000 with the exhibits to be shown therein, and the native timbers of the four States are to be used in the construction of the building. Utah, Nevada, California, Minnesota, Nebraska, South Dakota, Kansas, Arkansas, Alabama, Iowa, Wisconsin, Michigan and Mississippi will be represented by exhibits and some of them by suitable buildings.



MISSOURI BUILDING.

SECOND CONFLICT PRECEDING THE CIVIL WAR.

FROM THE BALTIMORE "AMERICAN."

THE second conflict preceding the Civil War took place at Harper's Ferry, the first, it is conceded, having occurred in Lancaster County, Pennsylvania, when Dickinson Gorsuch, of Baltimore County, Maryland, was killed in an attempt to capture a runaway slave.

John Brown's invasion of Harper's Ferry in 1859 was the torch that set afire the smouldering passions of the North and South. During the eight years elapsing between the killing of Mr. Gorsuch and John Brown's raid the country was perceptibly moving toward civil war. The supporters of slavery, inflamed by the failure of the compromise measures, which did not bring them a single slave State in the large territory acquired from Mexico, became violently aggressive, and finally summoned their forces in 1854 to repeal the Missouri compromise for the purpose of forcing slavery into Kansas and Nebraska. The bloody conflict between the Free State men and the Missouri invaders made adjustment of the dispute more difficult with each succeeding day, and the Dred Scott decision, substantially declaring that the black man had no rights which the white man was bound to respect, deepened and intensified the convictions of the North.

The compromise measures gave the slave-owners only the fugitive slave law that was a dead letter in the North, and that mocked their efforts to regain fugitive slaves. California was already a free State, and the other Mexican territories gave no promise of strengthening slavery. Kansas and Nebraska were made free States after the defeat of those who had desperately battled for slavery, and it soon became evident that the fate of the Dred Scott decision would be a reversal by the sovereign power of the republic. Thus both sections were steadily but surely drifting to the fearful arbitrament of civil war, is the observation of Mr. A. K. McClure.

The second battle of the Civil War began at Harper's Ferry on the 16th of October, 1859, by a force commanded by John Brown as captain, and consisting of John Brown and his three sons, Owen, Oliver and Watson; William and Adolphus Thompson, brothers of Henry, husband of Captain

Brown's oldest daughter; John Henri Kagl, Aaron Dwight Stevens, John Edwin Cook, William H. Leeman, George Plummer Tidd, Jeremiah G. Anderson, Albert Hazlett, Stewart Taylor, Edwin and Barclay Coppock and Francis J. Merriam, white men, and Osborne P. Anderson, William Copeland, Lewis Sherrard Leary and Shields Green, colored.

John Brown made his base of operations in preparing for his Virginia campaign, the object of which was to incite the slaves to insurrection, at Chambersburg. I saw him nearly every day for several weeks in the crowd that usually assembled about the post office before the arrival of the evening mail, says Mr. McClure. He made himself known to a number of our citizens, including myself, as Dr. Smith, and as engaged in preparations for the development of minerals in Maryland. He was very modest and unassuming and no one in the entire community suspected his true identity. He attracted no attention because his business was presumably legitimate and one in which the people of the town had little interest. In his conversation with citizens he carefully avoided any expressions on the subject of slavery, and he was regarded as a quiet, intelligent business man.

Two days before the attack on Harper's Ferry a handsome young man entered my office and asked me to write his will. He was accompanied by a friend, whom he introduced as Mr. Henry, but who, in fact, was J. Henri Kagl.—We retired into the private office and I wrote his will. After making a few special bequests he willed the bulk of his estate to the Anti-slavery Society of Massachusetts, but there was nothing very remarkable in that, and I gave it no more than a passing thought. When the writing of the will was finished he signed it "Francis J. Merriam." He was unusually bright and intelligent, and said he was going on a journey South, and thought it best to dispose of his property to guard against accidents.

My surprise may be well understood when, within three days, I read the startling story of the battle of Harper's Ferry and among the names of those engaged in it was Francis J. Merriam. He was one of

the few who were unharmed in the conflict and made his escape. He managed to get to the railroad in Maryland, passed on to Philadelphia, where he remained overnight at the Merchants' Hotel, registering his true name, and proceeded the next morning to Boston.

When Brown began his campaign against Harper's Ferry he rented what was known as the Kennedy farm in Washington County, Maryland, four miles from Harper's Ferry. It was an isolated place and of little value, as the rental was only \$85 a year. At that place his various consultations were held, his pikes and other implements of warfare were shipped ostensibly as mining tools, and on Sunday, the 16th of October, 1859, Captain Brown had his army complete at the Kennedy farm and was ready for the battle. He arose on that Sunday morning earlier than usual and summoned his army to prayer. He first read a chapter from the Bible, more or less applicable to slavery, and then fervently prayed for divine assistance in the liberation of the bondmen. The roll call was made soon after breakfast and every name responded to, when a sentinel was posted to prevent surprise. At 10 o'clock the army was assembled in council, with Osborne P. Anderson, colored, in the chair. He then read the constitution of his organization, completed the commissions of his officers, and prepared elaborate and detailed orders for the attack to be made that night.

When darkness had come the movement began, and Cook and Tidd were assigned the task of cutting the telegraph wires. Brown's force crossed the bridge to Harper's Ferry, captured the watchman without creating alarm, and was soon in the arsenal grounds. The watchman in the armory shouted the alarm, but he was soon silenced, and the arsenal was in possession of Brown without having created any disturbance in the community. This was all effected before 11 o'clock in the night. The movement was discovered by the relief watchman, Patrick Higgins, who came at midnight, and upon whom the first shot was fired, but Higgins made his escape and gave the alarm. When daylight came the little town was in consternation at the possession of the arsenal and government works by a band of insurgents. In answer to a complaint of the conductor of the Baltimore & Ohio train, Brown said: "We want liberty; the ground, bridge and town are

in our hands." Citizens at once began to arm as the news spread rapidly, and people came from the surrounding country, most of them with their guns.

Anarchy soon prevailed in the village of Harper's Ferry. The people flocked in by hundreds, took possession of the saloons, and many of them shot at random during the day and evening of the 17th, and in the night the United States marines came under command of Col. Robert E. Lee. In the meantime several squads of Brown's army were scouring the country, capturing hostages and taking possession of citizens and slaves. Among the hostages held was Colonel Washington, whom they informed that they intended to take his slaves, but not his life. The slaves were crowded into a family carriage and a four-horse wagon, and on their way a number of colored men joined them.

Brown and his command could have retreated with little loss any time up to noon on the 17th, but after that they were compelled to fight for their lives. Even when informed that the marines were arriving, which made his battle an utterly hopeless one, his only answer was: "Men, be cool: we will give them a warm reception." I have every reason to believe that Brown had decided either to succeed in the battle, in which he expected to be aided by hundreds of insurrectionary slaves, or to die in the struggle. He was morbidly fanatical in the cause to which he gave his life, and it is evident that he either relied upon an immense slave support or intended to sacrifice himself and his men in the struggle, as he had ample opportunity to escape at any time in the early part of the 17th.

Of the citizen prisoners his squads had brought in during the night of the 16th and 17th Brown selected eight to be held as hostages. When he found that he was compelled to retreat into the engine house and was about to be assailed by overwhelming numbers, he notified the hostages that their fate would be the fate that his assailants accorded to him and his command. When Colonel Lee, who was in command of the marines, communicated with Brown and urged him to surrender, Brown's answer was, "No, I prefer to die here." He then proceeded to barricade the doors and windows of the engine house into which his little force was driven, and desultory firing continued during all the

day of the 17th until late at night. While half of Brown's men were killed the prisoner hostages escaped unhurt.

Finding that Brown would not surrender, Colonel Lee finally ordered an assault, and the door was battered in, when Lieutenant Green, of the marines, entered at the head of his command and immediately selected Brown for his attack. With an undercut of his sword he pierced Brown in the abdomen, when Brown fell. The handful of men remaining with Brown who had escaped death or who had failed to flee, were speedily made prisoners. Oliver and Watson Brown, William Adolphus Thompson, John H. Kagl, William Leeman, Stewart Taylor, Lewis S. Leary, Jeremiah Anderson and D. Newby were killed in the battle, but Oliver

Brown, Cook, Tidd, Coppock, Merriam, Hazlett and Anderson escaped. Of these Cook and Hazlett were captured and executed with Stevenson, Coppock and Green.

The Harper's Ferry battle aroused the South to intense bitterness and resentment and Governor Wise, of Virginia, made a most dramatic exhibition at the execution of Brown and his fellow prisoners. He was strongly urged by such prominent slavery leaders of the North as Fernando Wood and others to commute the punishment of the prisoners to imprisonment for life as a matter of public policy and safety to the South, but Governor Wise refused to entertain the proposition and the execution of these prisoners is yet memorable in Virginia as one of the most impressive exhibitions ever given in the history of the State.



THE BALTIMORE & OHIO RAILROAD COMPANY AND ITS
PASSENGER AND FREIGHT INTERESTS IN ST. LOUIS.

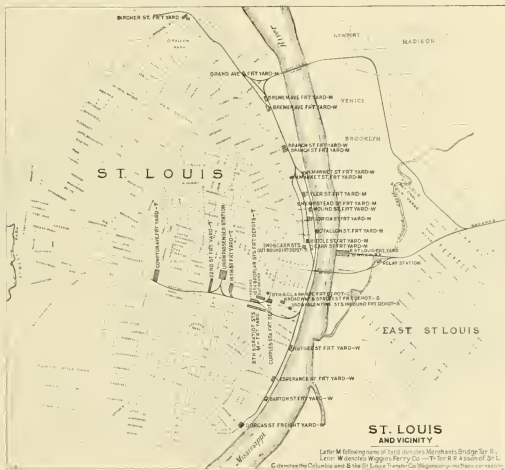
ST. LOUIS, the metropolis of the Mississippi Valley and gateway to the great Southwest, is attracting universal attention by its remarkable growth in population, trade and manufacturing interests. As a railroad center it is one of the greatest in the country, and for both passenger and freight traffic the Baltimore & Ohio System has excellent facilities.

For passenger traffic the Union Station, one of the largest passenger terminals in

ferries handle railroad car transfer, vehicles and pedestrian traffic, but the majority of the latter is principally local between St. Louis and East St. Louis.

At East St. Louis, and within a mile of the business district of St. Louis, are located the freight terminals, which relieves St. Louis of those unsightly, although necessary, spots, which so often mar the appearance of large cities.

The Baltimore & Ohio System provides facilities for St. Louis proper through the



the world, located in the heart of the city, is used, and connections are made with diverging roads, thus obviating the necessity of transfer through the city, an important consideration when close connections are involved.

The city is served directly from and to the East by two bridges and several ferries. The Ead's Bridge provides facilities for railroad, electric street car, vehicle and pedestrian traffic. The Merchants' Bridge is a railroad bridge exclusively, and the

Terminal Railroad Association of St. Louis, an ideal conception, which, serving as a connecting link between roads, gives all industries unexcelled facilities.

No reference to St. Louis would be complete without mention of the Continental Line fast train No. 97, which, with its schedule of sixty hours from New York, fifty-five hours from Philadelphia and fifty from Baltimore, is an important factor in trade, both for the shipper and receiver.

The principal terminals are shown on the

map, and the advantages they afford may be described as follows:

Union Station; this commodious passenger station, providing every modern convenience, was opened for business on September 2, 1894. Area of building, mid-way and train sheds 12.1 acres; power house and other grounds 20 acres. Tracks in train shed 32 in number; total length $6\frac{1}{2}$ miles. A large system of subways under train shed for handling express and mail.

Baltimore & Ohio Southwestern freight depot and team tracks; a modern and commodious depot with in and out bound platforms for handling package freight, paved driveways for team track delivery, platform for vehicles on their own wheels, animals, etc., and a crane of fifteen tons capacity for handling of heavy freight.

Union Depot freight station; with in and out bound platforms for handling of package freight.

Cupples Station; a group of buildings six to eight stories high, occupying three city blocks in an "L" shape and tenanted by jobbers of hardware, hollowware, groceries, etc. A system of subways permits sixty freight cars to be set in at one time for loading and unloading. In addition to the building proper there is a platform space of 75,000 square feet for the handling of traffic between cars and house, a system of power elevators enabling tenants to receive or ship from any floor.

Compton Avenue freight yards; for the handling of carload traffic. Team track capacity 289 cars.

Twenty-second Street freight yards; for the handling of carload traffic. Team track capacity 10 cars.

Sixteenth Street freight yards; for the handling of carload traffic. Team track capacity 187 cars.

Eighth and Gratiot Streets freight yards; for the handling of carload traffic. Team track capacity 205 cars.

Dorcas Street freight yards; for the handling of carload traffic. Team track capacity 45 cars.

Barton Street freight yards; for the handling of carload traffic. Capacity 170 cars, of which 110 cars are available for team track delivery.

Lesperance Street freight yards; for the handling of carload traffic. Capacity 85 cars, of which 30 cars are available for team track delivery.

Rutger Street freight yards; total capacity 135 cars, of which 50 are available for team track delivery.

Carr Street freight yards; for the handling of carload traffic. Team track capacity 50 cars.

Biddle Street freight yards; for the handling of carload traffic. Team track capacity 40 cars.

O'Fallon Street freight yards; for the handling of carload traffic. Capacity 55 cars, of which 40 cars are available for team track delivery.

Florida Street freight yards; for the handling of carload traffic. Team track capacity 24 cars.

Mound Street freight yards; for the handling of carload traffic. Total capacity 512 cars.

Hempstead Street freight yards; for the handling of carload traffic. Team track capacity 25 cars.

Tyler Street freight yards; for the handling of carload traffic. Team track capacity 34 cars.

North Market Street freight yards (Merchants' Bridge). Team track capacity 12 cars.

North Market Street freight yards (Wiggins Ferry). Total capacity 109 cars, of which 100 are available for team track delivery.

Branch Street freight yards (Merchants' Bridge); for the handling of carload traffic. Team track capacity 68 cars.

Branch Street freight yards (Wiggins Ferry Co.) Total capacity 66 cars, of which 55 are available for team track delivery.

Bremen Avenue freight yards (Wiggins Ferry Co.); for the handling of carload freight. Capacity 145 cars, of which 54 are available for team track delivery.

Bremen Avenue freight yards (Merchants' Bridge); for the handling of carload traffic. Team track capacity 71 cars.

Grand Avenue freight yards. Team track capacity 19 cars.

Second and Carr Streets freight depot; for the handling of outbound package freight.

Broadway and Spruce Street freight depot; for the handling of package freight in and out bound, and carload traffic inbound.

Third and Valentine Streets; inbound freight depot for the handling of L. C. L. and carload package freight.



Stub Ends of Thought

By ARTHUR G. LEWIS.



IF it takes fifty per cent of devotion to hold a sweetheart, the result multiplied by two should retain a husband.

OUR enemies often probe below the surface for our faults, while friendship only governs itself by appearances as regards our virtues.

THERE is no compensation in the labor of love save that of gratitude.

IT is not circumstances that make or mar the home but the nature and temperament of the people within it.

PATIENT endurance for right's sake is God-like in its sacrifice of self.

AN exhibition of too much confidence in others indicates, to some extent, a lack of that virtue in ourselves.

WE can often acquire valuable knowledge by the intelligent observance and study of the ways of ignorance.

HOME-MAKING hearts are the lightest, and fireside love is the sweetest and purest thing in the world.

WE are all made of the same material; let us all endeavor then to recognize and find the same excuses for others that we find for ourselves.

THERE is a dramatic side to every romance and sooner or later it must be written.

IMITATION is an evidence of esteem, and unjust criticism an exhibition of envy and dishonesty.

EVERY condition has its compensation. There is even some consolation in not wanting that which we are unable to procure.

WE can build air castles so high in our earnestness of to-day that they will entirely obscure the ruins of yesterday's hopes.

A MAN'S expression of sentiment, if in all sincere, means nothing more than giving words to good thoughts.

"THE EVENING LIFE."

BY ARTHUR G. LEWIS.

The petals falling from the rose of June,
Late full and fragrant in its summer life;
Resting 'mid shadows falling on the bloom,
And reconciled to absence from the strife.

The heart more earnest, looking to the West,
Where darkness falls across the life-paths trod;
Some doubting fears, yet hoping for the best,
Less faith in human nature, more in God.

"STUB ENDS OF THOUGHT" in book form, bound in silk cloth (104 pages), may be obtained from the author, Arthur G. Lewis, Norfolk, Va. Price \$1.00, postpaid.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON, BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE FEBRUARY 3, 1907.										
EASTWARD										
	No. 504 DAILY	No. 526 EXCEPT SUNDAY 5 HOUR	No. 522 SUNDAY	No. 528 EXCEPT SUNDAY	No. 502 DAILY	No. 524 LIMITED DAILY 5 HOUR	No. 508 DAILY	No. 516 DAILY	No. 514 DAILY	No. 512 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	PM	AM
Lv. WASHINGTON	7:00	9:00	9:00	11:00	1:00	3:00	6:00	8:00	11:30	2:67
Lv. BALTIMORE, CAMDEN STATION	7:56	9:50	9:52	11:50	1:55	3:48	6:00	8:00	12:39	3:51
Lv. BALTIMORE, MT. ROYAL STATION	8:00	9:54	9:57	11:54	1:59	3:52	6:00	8:06	12:44	3:55
Ar. PHILADELPHIA	10:16	11:52	12:11	2:02	4:05	6:50	8:19	11:45	3:05	6:00
Ar. NEW YORK, LIBERTY STREET	12:36	2:00	2:30	4:15	6:30	8:00	10:40	3:20	6:40	8:32
Ar. NEW YORK, 230 STREET	12:45	2:10	2:40	4:25	6:45	8:10	10:50	6:33	6:33	8:43
	PM	PM	PM	PM	PM	PM	PM	AM	AM	

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE NOVEMBER 25, 1908.										
WESTWARD										
	No. 555 DAILY	No. 517 EXCEPT SUNDAY	No. 505 DAILY	No. 501 DAILY	No. 507 DAILY	No. 527 DAILY 5 HOUR	No. 508 ROYAL LIMITED DAILY 5 HOUR	No. 503 DAILY	No. 511 DAILY	
	PM	AM	AM	AM	AM	PM	PM	PM	PM	
Lv. NEW YORK, 230 STREET	11:50		7:50	9:50	11:50	1:50	3:50	6:50	6:50	
Lv. NEW YORK, LIBERTY STREET	1:30		8:00	10:00	12:00	2:00	4:00	6:00	7:00	
Lv. PHILADELPHIA	4:15	8:30	10:17	12:30	2:17	4:16	6:12	8:35	9:21	
Ar. BALTIMORE, MT. ROYAL STATION	6:45	10:51	12:13	2:43	4:15	6:09	8:09	10:55	11:23	
Ar. BALTIMORE, CAMDEN STATION	6:50	10:55	12:17	2:47	4:20	6:13	8:13	11:00	11:27	
Ar. WASHINGTON	7:50	11:45	1:12	3:50	6:20	7:00	9:00	12:10	12:22	
	AM	AM	PM	PM	PM	PM	PM	AM	AM	

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST AND SOUTHWEST.

WESTWARD										
	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 8 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 15 EXPRESS DAILY		
Lv. NEW YORK, 230 STREET	9:50 AM	11:50 AM	N 3:50 PM	6:50 PM	7:50 AM	11:50 PM	8:50 PM	NOTE		
Lv. NEW YORK, LIBERTY STREET	10:00 AM	12:00 NN	N 4:00 PM	8:00 PM	8:00 AM	1:30 AM	7:00 PM			
Lv. PHILADELPHIA	12:30 PM	2:17 PM	8:12 PM	8:35 PM	10:17 AM	4:15 AM	9:21 PM			
Lv. BALTIMORE, MT. ROYAL STATION	2:43 PM	4:15 PM	8:08 PM	10:55 PM	12:13 PM	6:45 AM	11:23 PM			
Lv. BALTIMORE, CAMDEN STATION	3:00 PM	4:30 PM	8:00 PM	11:10 PM	12:22 PM	7:00 AM	11:32 PM			
Lv. WASHINGTON	4:05 PM	6:30 PM	9:10 PM	12:40 PM	1:22 PM	8:00 AM	12:30 AM			
Ar. DEER PARK HOTEL					7:13 PM					
Ar. PITTSBURG			6:45 AM		9:42 PM	5:05 PM	8:50 PM	Lv. 6:40 PM		
Ar. CLEVELAND			12:00 NN			10:00 PM		10:00 PM		
Ar. WHEELING (EASTERN TIME)		5:35 PM				7:40 PM		Lv. 6:00 PM		
Ar. COLUMBUS (CENTRAL TIME)		8:45 AM						8:50 PM		
Ar. OHIOAGO		5:15 PM			9:45 AM	7:45 AM		7:45 AM		
Ar. CINCINNATI	8:05 AM			6:35 PM		11:50 PM				
Ar. INDIANAPOLIS	10:55 AM			11:50 PM						
Ar. LOUISVILLE	11:50 AM			9:30 PM		7:10 AM				
Ar. ST. LOUIS	5:27 PM			7:25 AM		1:40 PM				
Ar. OHATTANOOGA	6:15 PM			6:30 AM						
Ar. MEMPHIS				8:15 AM						
Ar. NEW ORLEANS	8:45 AM			8:10 PM						

Through Pullman Sleepers to all points. † Except Sunday. N—Connection east of Philadelphia is made with No. 509, "Royal Limited." Note—Direct connection at Cumberland with Train No. 55 from points east.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EASTWARD										
	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 OQUEBON LIM. DAILY	No. 14 EXPRESS DAILY			
Lv. CHICAGO			6:30 PM	10:40 AM			8:30 PM			
Lv. COLUMBUS				7:00 PM						
Lv. WHEELING (EASTERN TIME)		5:00 PM		12:25 AM			10:50 AM			
Lv. CLEVELAND			11:30 PM							
Lv. PITTSBURG			8:00 AM		3:00 PM					
Lv. ST. LOUIS	9:00 AM	1:45 AM			9:30 PM	6:30 PM	1:15 PM			
Lv. LOUISVILLE	2:10 PM	8:10 AM				2:50 AM				
Lv. INDIANAPOLIS	* 2:55 PM	† 7:30 AM				4:45 AM				
Lv. CINCINNATI	* 6:35 PM	† 12:10 PM				8:00 AM				
Lv. NEW ORLEANS		9:10 AM				8:15 PM				
Lv. MEMPHIS		8:40 PM				1:00 PM				
Lv. OHATTANOOGA	6:20 AM	10:30 PM								
Lv. DEER PARK HOTEL	12:40 PM	6:30 AM	10:15 AM	12:30 PM	8:41 AM	2:42 AM	10:25 PM			
Ar. BALTIMORE, CAMDEN STATION	1:47 PM	7:50 AM	6:50 PM	1:47 PM	7:50 AM	3:47 AM	11:30 PM			
Ar. BALTIMORE, MT. ROYAL STATION	1:59 PM	8:00 AM	6:55 PM	1:59 PM	8:00 AM	3:55 AM	12:44 PM			
Ar. PHILADELPHIA	4:05 PM	10:15 AM	8:19 PM	4:05 PM	10:15 AM	6:00 AM	3:05 PM			
Ar. NEW YORK, LIBERTY STREET	6:30 PM	12:35 PM	10:40 PM	6:30 PM	12:35 PM	8:32 AM	6:40 AM			
Ar. NEW YORK, 230 STREET	6:45 PM	12:45 PM	10:50 PM	6:45 PM	12:45 PM	8:43 AM	6:53 AM			

Through Pullman Sleepers from all points. * Daily. † Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR" BETWEEN WASHINGTON AND BALTIMORE.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULE TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

No. 512. Drawing Room Sleeping Car from St. Louis and Pittsburgh to New York. Drawing Room Sleeping Car Pittsburgh to Philadelphia. Dining Car, a la carte, Philadelphia to New York.

No. 504. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. Five Hour Train. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Philadelphia to New York.

No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.

No. 528. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Dining Car, table d'hôte, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506. Drawing Room Parlor Car Washington to New York. Dining Car a la carte, Baltimore to Philadelphia.

No. 514. Separate Pullman Sleeping Car Washington and Baltimore to New York.

WESTWARD.

No. 535. Separate Pullman Drawing Room Sleeping Car to Baltimore, Washington and Cincinnati. Dining Car, a la carte, Baltimore to Washington.

No. 517. Drawing Room Parlor Car Philadelphia to Washington.

No. 505. Drawing Room Sleeping Car New York to Chicago. Dining Car, a la carte, New York to Philadelphia.

No. 501. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.

No. 507. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.

No. 527. Five Hour Train. Drawing Room Buffet Parlor Car New York to Washington.

No. 509. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hôte, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.

No. 511. Drawing Room Parlor Car New York to Philadelphia. Drawing Room Buffet Sleeping Car New York to Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburgh, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

No. 1. Cincinnati-St. Louis Limited. Drawing Room Sleeping Car New York to St. Louis. Drawing Room Sleeping Car New York to Cincinnati. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

No. 7. Chicago Express. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Pittsburgh Night Express. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburgh.

No. 3. St. Louis Express. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.

No. 11. "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Conneville to Pittsburg.

No. 5. "Chicago Limited." Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Washington to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve all meals.

No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Buffet Drawing Room Sleeping Car Wheeling to Chicago. Buffet Drawing Room Sleeping Car Cleveland to Chicago. Buffet Parlor Car Baltimore to Pittsburg.

No. "555-55-5." The Daylight Train. Drawing Room Sleeping Car New York to Cincinnati. Buffet Parlor Car Baltimore to Pittsburg. Parlor Car Cumberland to Wheeling. Breakfast on Dining Car. Dinner at Cumberland. Dining Cars Parkersburg to Cincinnati. Grill Car Cincinnati to St. Louis.

EASTWARD.

No. 2. St. Louis-New York Limited. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Louisville to Washington. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.

No. 4. Cincinnati-New York Limited. Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 6. Chicago-New York Limited. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. Chicago-New York Express. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals except breakfast at Cumberland.

No. 10. Night Express. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.

No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Conneville and Philadelphia to New York. Dining Car Cincinnati to Parkersburg.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Buffet Drawing Room Sleeping Car Chicago to Cleveland. Buffet Parlor Car Pittsburg to Baltimore.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Wheeling. Parlor Car Wheeling to Cumberland

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines may be had at the Offices of the Company, as follows:

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DALLAS, TEXAS, J. P. ROGERMAN, Traveling Passenger Agent, B. & O. S.-W.
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In addition to offices and depots named above, tickets over the B. & O. may be obtained at

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 B. N. AUSTIN, General Passenger Agent, Baltimore & Ohio Lines West, Chicago, Ill.
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GENERAL OFFICES: BALTIMORE & OHIO BUILDING, BALTIMORE, MD.

Spring Excursions to Washington

Royal Blue Line

PERSONALLY CONDUCTED **TOURS**

ALL EXPENSES INCLUDED, FROM

BOSTON
TO
WASHINGTON
1907

LEAVING BOSTON

April 5 and 19
May - - - 3

Only \$25 Round Trip

COVERS EVERY EXPENSE; EACH TOUR OCCUPYING ONE WEEK. TICKETS PERMIT OF LONGER STAY IN WASHINGTON, AND ALLOW STOP-OVER IN NEW YORK RETURNING

Royal Blue Line

POPULAR.... **TOURS**
THREE-DAY

FROM

NEW YORK and PHILADELPHIA
CHESTER and WILMINGTON

AND INTERMEDIATE POINTS TO

WASHINGTON

PERSONALLY CONDUCTED
ALL EXPENSES INCLUDED

\$12 From NEW YORK
\$ 9 From PHILADELPHIA
\$ 9 From WILMINGTON
\$ 9 From CHESTER

April . . 11 and 25, 1907
May 9, 1907

COVERS EVERY EXPENSE, INCLUDING TRANSPORTATION FOR THE ROUND TRIP, MEALS EN ROUTE, TRANSFERS AND TWO DAYS' BOARD AT FIRST-CLASS HOTELS IN WASHINGTON. TICKETS ARE GOOD FOR RETURN ON ANY TRAIN WITHIN TEN DAYS FROM DATE, AND PERMIT STOP-OVERS AT BALTIMORE AND PHILADELPHIA.

Royal Blue Line

PERSONALLY CONDUCTED **TOURS**

ALL EXPENSES INCLUDED, FROM

NEW YORK
TO
WASHINGTON
1907

LEAVING NEW YORK

April 6 and 20
May - - - 4

Only \$18 Round Trip

COVERS EVERY EXPENSE; EACH TOUR OCCUPYING ONE WEEK. TICKETS PERMIT OF LONGER STAY IN WASHINGTON

GETTYSBURG AND WASHINGTON

Special Tours

FROM

Boston \$32
May 17. October 18

New York \$22
May 18. October 19

Philadelphia \$19
May 18. October 19

PERSONALLY CONDUCTED
ALL EXPENSES INCLUDED

DETAILS MAY BE HAD OF ROYAL BLUE
LINE TOUR AGENTS NAMED HEREIN



"555 - 55 - 5"

THE "DAYLIGHT SPECIAL" TO

Pittsburg, Cincinnati, Cleveland and Chicago

Solid Vestibuled Train of Splendid Day Coaches, Pullman Drawing Room Sleeping Cars to Cincinnati, Buffet Parlor Car to Pittsburg, with immediate connections to Cleveland and Chicago.

No. 555 Leave NEW YORK, 23d Street, . . . 11.50 p. m.
 Leave NEW YORK, Liberty Street, . . . 1.30 Night

Sleeping Cars ready for occupancy at Jersey City at 10.00 p. m.

Leave PHILADELPHIA, 4.15 a. m.

Arrive BALTIMORE, 6.50 a. m.

Buffet Parlor Car Baltimore to Pittsburg.

Leave BALTIMORE, 7.00 a. m.

A la carte Breakfast on Dining Car.

Arrive WASHINGTON, 7.50 a. m.

No. 55 Leave WASHINGTON, 8.00 a. m.

Arrive CUMBERLAND, 12.03 Noon.

Lunch at Queen City Hotel.
 Parlor Car attached for Wheeling.

Leave CUMBERLAND, 12.20 p. m.

Arrive PITTSBURG, 5.05 p. m.

Arrive CLEVELAND, 10.00 p. m.

Arrive CHICAGO, 7.45 a. m.

Leave CUMBERLAND, 12.23 Noon.

Arrive WHEELING, 7.40 p. m.

Arrive PARKERSBURG, E. T., . . . 7.20 p. m.

No. 5 Leave PARKERSBURG, C. T., . . . 6.25 p. m.

A la carte Dinner on Dining Car.

Arrive CINCINNATI, 11.50 p. m.

Before midnight, in time for electric cars to all parts
 of the city and suburbs.

Leave CINCINNATI, 2.30 a. m.

Arrive LOUISVILLE, 7.10 a. m.

Arrive ST. LOUIS, 1.40 p. m.

SUNRISE

SUNSET



505-5

“New York-Chicago Limited”

No. 505 Leave NEW YORK, 23d Street - - 7.50 a. m.
 Leave NEW YORK, Liberty Street - 8.00 a. m.

Breakfast on Dining Car.

Leave PHILADELPHIA - - - 10.17 a. m.
 Arrive BALTIMORE - - - 12.17 noon
 Leave BALTIMORE - - - 12.22 p. m.

A la carte Luncheon on Dining Car.

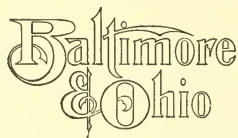
Arrive WASHINGTON - - - 1.12 p. m.
 No. 5 Leave WASHINGTON - - - 1.22 p. m.
 Arrive CUMBERLAND - - - 5.12 p. m.

A la carte Dinner on Dining Car.

Arrive CONNELLSVILLE - - - 8.02 p. m.
 Arrive PITTSBURG - - - 9.42 p. m.
 Leave PITTSBURG - - - 10.00 p. m.
 Arrive AKRON - - - 12.54 a. m.
 Leave CLEVELAND - - - 11.30 p. m.
 Arrive CHICAGO - - - 9.45 a. m.

A la carte Breakfast on Dining Car.

Solid Vestibuled Train with splendid Day Coaches New York to Chicago. Pullman Drawing Room Sleeping Car New York to Chicago. Pullman Observation Parlor Car Washington to Pittsburg. Pullman Drawing Room Sleeping Car Pittsburg to Chicago. A la carte breakfast in Dining Car to Philadelphia. A la carte luncheon and dinner in Dining Car Baltimore to Pittsburg. A la carte breakfast in Dining Car Garrett to Chicago.



CONVENTIONS 1907

Los Angeles, Cal.

ANCIENT ARABIC ORDER NOBLES OF THE MYSTIC
SHRINE, IMPERIAL COUNCIL—May 6-11.

Tickets on sale April 26-May 1.

GERMAN BAPTIST BRETHERN—May 16-23.

Tickets on sale May 6 to 14.

NATIONAL ECLECTIC MEDICAL ASSOCIATION—June 18-21.

Tickets on sale June 8 to 12.

Spokane, Wash.

BAPTIST YOUNG PEOPLE'S UNION—July 4-7.

Tickets on sale June 26 to 30.

Seattle, Wash.

INTERNATIONAL CHRISTIAN ENDEAVOR CONVEN-
TION—July 10-15.

Tickets on sale June 30-July 4.

Philadelphia, Pa.

BENEVOLENT AND PROTECTIVE ORDER OF ELKS—
July 15-20.

Tickets on sale July 13-15.

Saratoga Springs, N. Y.

KNIGHTS TEMPLAR CONCLAVE—July 9-13.

Tickets on sale July 6-8.

GRAND ARMY OF THE REPUBLIC—September.

Atlantic City, N. J.

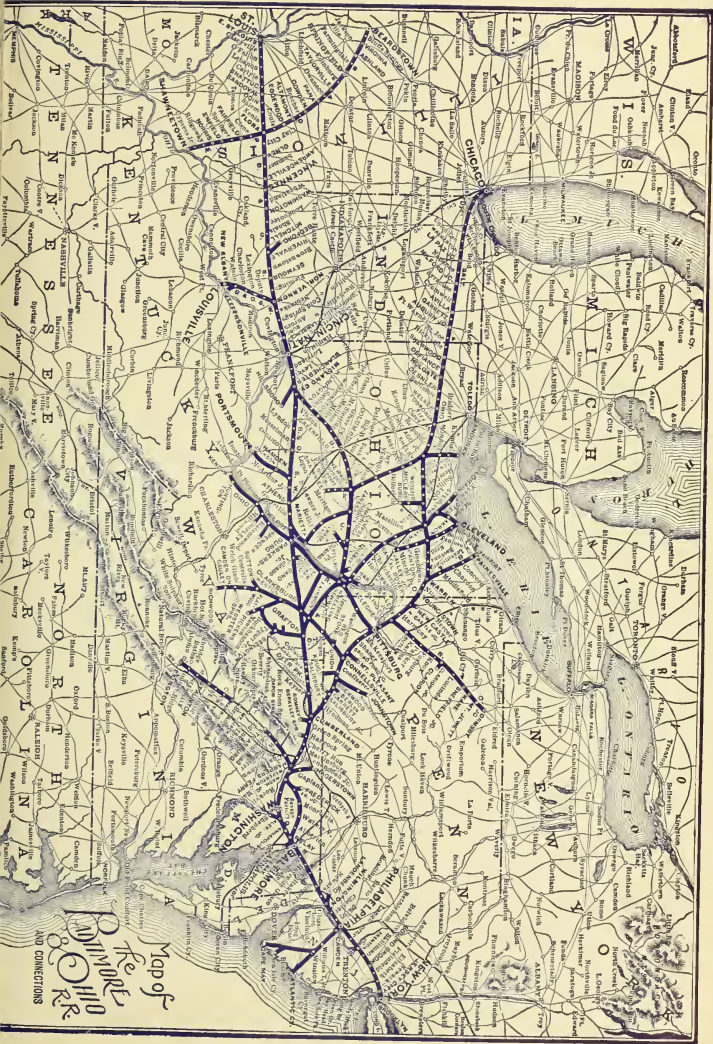
AMERICAN MEDICAL ASSOCIATION—June 4-7.

Tickets on sale June 1-4.

Atlantic City and Seashore

Special Excursions from points east of the Ohio River.
June 27, July 11 and 25, August 8 and 22 and Sept. 5.

For full details as to rates, routes, time of trains, etc., call on or address Ticket Agents Baltimore & Ohio R. R.



Baltimore & Ohio R.R.



EAST AND WEST



CALENDAR - 1907




JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
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BOOK OF THE ROYAL BLUE.

MAY, 1907.

CONTENTS.

	Page
Allegheny Mountain Resorts.....	1
Deer Park, Mountain Lake Park, Oakland and Brad- dock Heights in Maryland, Mont Chateau, Brookside, Aurora, Eglon, Berkeley Springs, Webster Springs, Capon Springs and Terra Alta in West Virginia. Jordan's White Sulphur Springs and Rawley Springs in Virginia. Markleton, Bedford Springs and Ohio Pyle in Pennsylvania.	
Seashore Resorts.....	15
Atlantic City, Cape May, Ocean City, Sea Isle City and Asbury Park in New Jersey.	
Battlefields.....	19
Gettysburg, Pennsylvania. Antietam, Maryland.	
Indiana Springs.....	20
French Lick and West Baden.	
Lake Resorts.....	21
Put-in-Bay, Cedar Point and Lakeside, Ohio. Lake Wawasee, Indiana.	
Stub Ends of Thought } "The World's Way " }	By Arthur G. Lewis 23

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VIEW FROM "MONTE VISTA," MOUNTAIN LAKE PARK, MARYLAND.

BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY

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WILLIAM ELLIOTT LOWES, EDITOR.

VOL. X.

BALTIMORE, MAY, 1907.

No. 8.

THE ALLEGHENY MOUNTAINS AND ITS VARIOUS SUMMER RESORTS.

THE beautiful hummocks of the Appalachian Range of mountains, better known as the Alleghenies, have many attractive summer resorts which never lose their interest to the dwellers of the big cities when the summer solstice is at its height.

They are all easy of access by means of the Baltimore & Ohio Railroad, whose lines cross the mountains in various directions.

Away up in the Alleghenies is a broad plateau 2,500 feet above the level of the sea, which is a part of the great water-shed to the Atlantic on the east, the Mississippi on the west, and the Gulf of Mexico on the south. This plateau is comparatively level for a distance of nine miles, and is covered with beautiful forests, in the midst of which, about three miles apart, are the popular resorts, Deer Park, Mountain Lake Park and Oakland, in Maryland. To reach either of them the tourist must necessarily traverse some of the most charmingly picturesque scenery on the American continent, constantly increasing in beauty as he approaches the top of the mountain range.

DEER PARK, MARYLAND.

Standing in the center of an attractive reservation of 500 acres, the Deer Park Hotel and its family of cottages presents a most artistic picture. The utmost good taste has been shown in the preservation of the forests while constructing the hotel, in removing just enough trees to enhance

the beauty of the grounds. Rising above the surrounding oaks, beech, maple, etc., the roof line of the main hotel reveals itself above a verdant background of dense foliage. To the right and left of the spacious center building, the eastern and western annexes extend in a pleasing architectural manner. Either one of these buildings would form a large hotel, but virtually they are one structure, being connected by covered passage-ways along the first and second floors. The splendid buildings, with big, airy rooms and immense verandas, are on top of a knoll, with the beautiful lawn sloping gently to the railway station, 300 yards distant.

The hotel is supplied with every conceivable modern appliance for the convenience of its guests. Nothing is omitted which is necessary to the taste of the most fastidious person, notwithstanding its isolation on the top of a mountain. It is a city in itself, provided with its own gas and electric plants and water system. The sewerage and sanitary arrangements are the best that modern engineering could achieve.

There are many people who desire to leave their city homes and visit resorts, but are not desirous of living at a hotel. For these persons there are delightful private cottages in the immediate vicinity of the hotel, which are fully equipped and beautifully furnished for housekeeping, if so desired; but should the occupants wish, they can arrange for their meals at the hotel.



DEER PARK HOTEL, MARYLAND.

It has been customary to open these cottages about June 15 of each year and the hotel proper June 22.

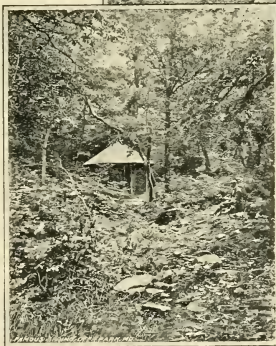
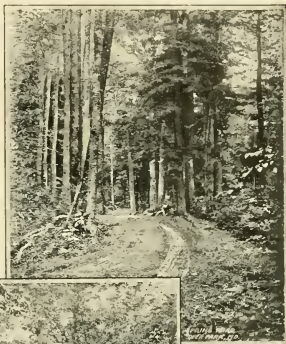
Not far from the hotel, in secluded woodlands, is "Boiling Spring," issuing from the rocky heart of the mountain, from which the most delightful crystal-clear water flows in superabundance. It has a daily flow of 150,000 gallons of purest table water, which also supplies the two large swimming pools of the hotel. Deer Park water as a table water has no equal, and is by analysis absolutely pure. The water is highly recommended by leading physicians for its purity, and it is used throughout the entire dining car system of the Baltimore & Ohio Railroad. The spring is about two miles from the hotel and is encased in a wire house, securely roofed and locked, to absolutely prevent any impurities falling therein.

The two swimming pools are each so spacious and the water so delightful that visitors to Deer Park enjoy all the pleasures of bathing as at a watering place. One of these pools is for the exclusive use of ladies and children, and the other for gentlemen; the temperature of the water is regulated by a complete system of heating. The Turkish baths are connected with the swimming pools. A supplementary amusement building or casino is provided with billiard and pool tables and an immense bowling alley.

The "Glades" furnish enchanting drives and bridle paths through the mountain forests, and consequently a suitable livery establishment is one of the features of Deer Park. Vehicles of all kinds can be furnished, from a dog-cart to a tally-ho, and good horses are available for either driving or riding. Accommodations are provided for automobiles, horses and vehicles brought by guests to the Park. There are excellent roads for motoring; new tennis courts and ball grounds. A picturesque golf course is a special feature. The morning band concerts and evening hops at the hotel are not overlooked.

Notwithstanding Deer Park has its own individual attractions, it is favored with

the very best transportation facilities, the lack of which is so often a detriment to a summer resort. It is situated on the main line of the Baltimore & Ohio Railroad, and is only eleven hours' ride from Cincinnati or New York; eight and one-half hours from Philadelphia; six and one-quarter hours from Baltimore; five and one-quarter



VIEWS
IN
DEER PARK,
MARYLAND.

hours from Washington; six hours from Pittsburg; eight and three-quarter hours from Columbus; twenty-one hours from St. Louis, and eighteen and three-quarter hours from Chicago. From each of these cities through Pullman sleeping cars land passengers at the hotel. The day trains have drawing-room parlor cars and dining cars.

MOUNTAIN LAKE PARK.

LATE in the summer of 1881 several gentlemen, among them well-known clergymen and laymen of Wheeling, W. Va., came to Oakland looking for suitable grounds to establish a summer resort founded upon Christian privileges, and one that would afford opportunities for religious and literary instructions and healthful recreation. Under the guidance of the present manager of Mountain Lake Park, these gentlemen selected a plot of ground known as "Hoye's Big Pasture," and formally established the resort which has since become well known throughout the country.

On September 13, 1881, the big pasture was formally bought and named Mountain

river. For landscape effects, the resort has all of the advantages of a beautiful natural park.

The eastern approach to Mountain Lake Park is noted for its historical interest, as well as for its natural beauty. Assuming it is a New Yorker who is starting for the park: First of all he has less time in the train than if he had decided to go to the Adirondacks, besides this, his journey is through the Jerseys, rich in Revolutionary history, then through Pennsylvania, every foot of the way vocal with some Revolutionary struggle, then to Philadelphia, the home of the Independence Bell and at the same time full to overflowing with memories of patriotic sons and daughters, then across



LOOKING SOUTH FROM MOUNTAIN LAKE HOTEL.

Lake Park. The engineer of Druid Hill Park, Baltimore, at that time surveyed and platted the mountain resort, and a formal sale of lots was inaugurated in November of the same year, and attended by residents of surrounding States, and as far east as Baltimore.

Mountain Lake Park is situated on the big plateau of the Alleghenies known as the "Glades," 2,800 feet above sea level, and being on top of the mountain, not shut in by other mountain ranges, it consequently enjoys the freedom of mountain breezes and sunshine. It has a frontage of more than a mile along the main line of the Baltimore & Ohio Railroad of both meadow and forest; through the meadow winds a little stream not much over ten feet wide, which is the Little Youghiogheny River, the headwaters of the larger

the Brandywine and into Baltimore, noted ever for her fair daughters, as well as in these latter days for the marvelous enterprise of her citizens, then in an hour he is in the National Capital, destined to be the most beautiful in the world. Leaving Washington he passes through a country increasingly beautiful, as it becomes the suburb of the Capital. In an hour he is running along the historic Potomac and in a little while Harper's Ferry, at the gateway of the Shenandoah, of many memories of the Civil War. From here to Cumberland there are many bits of beautiful natural scenery. As he passes through Cumberland his mind calls in review the days when the Indian and the Caucasian struggled for possession of Fort Cumberland; when Braddock, proud, stubborn Briton, left, never to return, because he

put aside the advice of our immortal Washington. The Narrows and many a bit of mountain scenery greets his eye. At Piedmont the second engine makes ready for the seventeen-mile grade through wild, rugged mountain scenery. In an hour's time Mountain Lake Park is called and his journey is at an end, for there is no long journey by stage from the railroad, as at many other resorts. Leaving New York at 8.00 a. m. there has not been a dull moment, for every hamlet, every valley, every river, every mountain, has its story of struggle in some of his country's wars, where the war clouds gathered, broke and passed away, and then through one succession of mountain wonders after another, until on the summit of the Alleghenies, Mountain Lake Park is reached a little after 7 o'clock, or in less time than it takes him to reach his own Adirondacks. The approach from the west is not so full of historic interest, but the rapid growth of the many towns of West Virginia is ever a marvel. While the west approach loses somewhat in historic interest, yet its famous Cheat River Grade affords an unsurpassed view. The road winds its way in the mountain side, crossing narrow ravines, cutting precipitous paths to valley below, the silvery water of the Cheat River glistening through the trees far down in the rapidly receding valley below, while a new picture of unsurpassing beauty greets the traveler at every turn of the road.

The grounds have been carefully laid out in walks, streets and drives. The roads through the Park are kept in excellent order. A lake covering forty acres, with a gasoline launch and a fleet of row boats, will enable visitors to pass many a delightful hour. As necessity has demanded, building after building has been erected: In 1882 the Assembly Hall and Tabernacle; in 1883 the Association Office; in 1894 the Auditorium was enlarged; in 1896 the Hall of Philosophy; in 1900 the new Auditorium. Besides these buildings a new office has been built at the entrance to the Auditorium and the old office has been altered and enlarged and made into a cozy residence for the Superintendent. Besides the buildings a local electric light plant has been installed (in 1885), a sewerage system and athletic field in 1899 and in 1900 the water works were built. More than \$350,000 have been invested in the improvements at the Park, including besides those of a public character about

250 cottages, and the finest Chautauqua and amphitheater in the continent, seating 4,500 without a pillar or post to interfere with the vision of the audience.

It has been stated by a well-known traveler, that the climate of Mountain Lake Park is superior to that of the far-famed and much-sought-for Adirondacks. Another wide traveler stated that ten days at



MOONLIGHT ON THE LAKE.

Mountain Lake Park was equal to the same time at another one of America's health resorts with its baths and medical attention. These testimonies could be multiplied, but suffice it to say that they all agree to the fact that its climate is perfect. Not only is it true that no malarial trouble has ever originated here but a visit of a few weeks, with proper care, never fails to eliminate all

malaria from the human system. The seashore brings a sudden exhilaration, but to this rapid toning up of the physical system the mountain atmosphere adds a vigor that abides. The health-giving qualities of this climate is a tonic to all nervous troubles. To Mountain Lake Park victims of hay fever may come with the assurances that the causes of this malady are not only



THE OAKLAND ROAD.

obscure but the healing qualities in the atmosphere promise the most gratifying results. The tonic of the atmosphere soothes the excited membranes and strengthens the system against subsequent attacks.

Scorching land breezes, with their accompanying hosts of mosquitoes, are unknown at Mountain Lake Park, while twenty-five

miles away, at the foot of the mountain and in the cities of the plains, Old Sol forces the thermometer to register its 100, while on the mountain top it rarely reaches 80, and then but for a brief hour, for scorching days and sultry days are unknown at Mountain Lake Park, and the memory of man runneth not to the contrary. An open fire makes cheery the summer evenings while it removes the chill of the early morning.

Mountain Lake Park is guarded, as far as character and regulations can do it, from practices that universal Christian sentiment decree as unsafe or undesirable. Intoxicating liquors may not be bought, sold or used in boarding houses, stores or cottages without invalidating the title by which the ground is held. The sanctity of the Sabbath is so maintained that the Mountain Lake Park Sunday is synonymous with all that is desirable in Sabbath observance.

Most visitors come expecting to find a barren mountain top, with many rocks and a few scattering trees, but instead they find a magnificent park of 800 acres, much of which is virgin forest in the midst of splendid farms. Near by, in the east, is Deer Park with its splendid hotel and perfectly kept grounds, while in the west is Oakland, increasingly beautiful each year as handsome residences, one after another, are erected by those who recognize the fact that here is to be found an ideal climate, free not only from the discomforts of the summer season in the lowlands, but also from the penetrating moisture of their winters, thereby giving it ideal winter weather. The streets of the Park form a part of the splendid system of roads that join Deer Park and Oakland, thereby giving one about twenty-five miles of as good roads for automobiling or driving as can be found in any part of the country. These are not rough mountain roads, but are broad and smooth, having easier grades than in many of the so-called level counties. At frequent intervals as lovely a bit of landscape greets the eye, which needs but a *medieval* castle thrown in here and there to be the equal of any in the world. The country around is replete with nature's wonders. The western visitor should by all means take a run down the Seventeen-Mile Grade, and if he has never been to the Nation's Capital, he should take one of the daylight trains, assured of the fact that every mile of the trip will be filled with much, either of

national or historic interest. The eastern visitor should see the Buckhorn Wall with its magnificent scenery unequaled east of the Rockies. By carriage he can visit Eagle Rock and look over into West Virginia, coming to the front with giant strides, or

there to be the equal of any mountain scenery in the world. Beyond any question there is not to be found in any part of the world a more beautiful valley than is that of Moorefield in West Virginia. Famous not only for its natural beauty, but also for



"THE VISTA," MOUNTAIN LAKE PARK.

Table Rock, where again a beautiful view is assured him, as well as a delightful drive through a fine farming country. Another day he can visit Swallow Falls, and just a little distance away Muddy Creek Falls, where Nature does her best to delight the

the hunting and fishing, all this country awaits but to gladden and charm the heart of everyone who journeys this way. Nearer to New York than the heart of its own Adirondacks, midway between the Central West and the East, accessible to all of the



SWALLOW FALLS.

sons of men. Boiling Springs, Truesdale, Brookside and many other points of interest are near by. By way of the Northwestern Pike one can reach as fine a coaching country as the heart can desire. Not far away are Greenland Gap, Moorefield Gap and many valleys that need but a snow-capped mountain tossed in here and

great cities east of St. Louis and Chicago by as fine train service as can be found in America. These solid vestibule trains, supplied with every comfort of modern travel, land passengers at the Park; and within a few minutes after landing at our gates, the visitor is quartered in cottage or hotel, as he may elect.

OAKLAND, MD.

This popular mountain resort is situated six miles west of Deer Park and has an all-the-year population of about 1,500 people, while during the summer season the beautiful Oakland Hotel and the many artistic private cottages are filled with well-to-do people from many distant cities, notably Washington, Baltimore and Cincinnati.

The main line of the Baltimore & Ohio Railroad passes through Oakland, and during the summer season it is a regular stop for all through trains east and west.

Aside from the many attractions in the vicinity of Oakland, picturesque mountain drives lead to the other nearby resorts of Brookside, Eglon, Aurora, Deer Park, Mountain Lake Park and Swallow Falls, none of which are more than ten miles distant.

EGLON, W. VA.

Eglon is reached by a beautiful ten-mile mountain drive from Oakland, and each summer its hotel and cottages are becoming more popular with the lovers of natural scenery and invigorating mountain air.

AURORA, W. VA.

A delightful scenic drive of twelve miles from either Oakland or Deer Park leads up to the little mountain resort of Aurora, which is especially attractive to many owing to the absence of the conventional formal-



OAKLAND HOTEL.

ities which usually prevail at such places. Aurora's two hotels and many cottages are well patronized by those seeking relief from the hustle and bustle of the large cities and at the same time build up their health with pure mountain air.

BROOKSIDE, W. VA.,

Another attractive mountain resort, is reached after a ten-mile drive from Oakland or a twelve-mile drive from Deer Park, over roads unsurpassed for picturesqueness. In the vicinity of Brookside may be found excellent trout fishing, and in fact the resort derives its name from the propinquity of the Ryon Trout River, a tributary of the Youghiogheny River.

TERRA ALTA, W. VA.

Terra Alta, West Virginia, lies at the extreme western edge of the great Allegheny plateau, known as the "Glades," ten miles from Oakland. It has no particular distinguishing marks as a summer resort, but its altitude of 2,550 feet, overlooking the beautiful Cheat River region, places it among the desirable mountain towns. Summer board may be secured at very reasonable rates.

OHIO PYLE, PA.

Overlooking the Youghiogheny at a point where the river pitches over a precipice in boiling torrents is Ohio Pyle, in Pennsylvania. This is a town of unusual attractions. The hotel grounds are only a few yards from the station on



BROOKSIDE, W. VA., NEAR OAKLAND.

the main line of the Baltimore & Ohio Railroad, while the residences are erected upon a high wooded knoll which has been converted into a beautiful lawn flanked on two sides by a forest and on another by the river, while the remaining side is walled in by mountains. A romantic old mill, which has long since served its usefulness, adds greatly to the picturesqueness of the place.

HARPER'S FERRY, W. VA.

From historic and scenic standpoints this little village is of unusual interest. While the town itself is located in West Virginia, it is in close proximity to the States of Maryland and Virginia, being separated from the former by the Potomac River and from the latter by the Shenandoah River.



OHIO PYLE, PA.

village that in connection with the famous John Brown's raid is probably the most renowned. The site of the old fort is marked only by the marker erected by the Baltimore & Ohio Railroad, and the old iron tablets placed by the Government tell of interesting achievements during the Civil War.

Jefferson's Rock, and the old churches and houses built in the hillsides, are still intact and are the centers of attraction to the newcomers.

Farther up the Shenandoah River, on the Virginia side, John Brown's Fort stands by itself in a lonely field, where it was rebuilt on its return from the Chicago World's Fair.

The Valley Branch of the Baltimore & Ohio Railroad extends from Harper's Ferry up the beautiful Shenandoah Valley, wherein are located many famous health and pleasure resorts. It was in this valley that some of the bloodiest encounters of the Civil War took place.



THE RIVER AT BROOKSIDE, W. VA.

It is built upon a hill known as "Bolivar Heights," and is overshadowed by mountains known as "Loudon Heights" in Virginia, and "Maryland Heights" in Maryland.

Harper's Ferry is a popular summer resort, being located on the main line of the Baltimore & Ohio Railroad, and is reached within an hour and thirty minutes from Washington and about two hours from Baltimore. All through trains east and west stop here.

The hotels and cottages are well equipped and are so situated as to command unobstructed views of the rivers and country for miles around. Of the historic interests centered in and about this quaint



NATURAL STAIRWAY, HARPER'S FERRY.

10 THE ALLEGHENY MOUNTAINS AND ITS VARIOUS SUMMER RESORTS.

BEDFORD SPRINGS, PA.

Bedford Springs, located at Bedford, Pa., ten miles from Hyndman Station on the main line of the Baltimore & Ohio Railroad, in the Allegheny Mountains, 1,100 feet above tide-water, comprise the Magnesia Spring, the Sulphur Spring, the Pure Spring, and the Iron Spring. The mountain air is bracing, the nights are delightful, with no mosquitoes, and malaria is unheard of. It has been patronized as a summer resort for three-quarters of a century, and the attractions of the place are well known.

Celebrated as mineral waters have become all over the world for the cure of disease, there have been none to surpass, and in this country none to equal in virtue, the Bedford Magnesia Spring.

The Sulphur Spring rises on the west side of Shover's Creek, about two hundred yards distant from the Magnesia Spring. It is less copious than the others, and the water exhales a very strong odor of sulphureted hydrogen gas. Chemical experiments prove that it holds in solution carbonic acid, sulphureted hydrogen gas, small quantities of lime, magnesia and common salt, and that it

contains no iron. The water is very valuable in the treatment of blood diseases and chronic inflammation. There are excellent hotel accommodations.



BEDFORD SPRINGS HOTEL.

MARKLETON, PA.

Markleton Sanatorium is situated on the main line of the Baltimore & Ohio Railroad, between Cumberland and Pittsburg, in a secluded nook in the Alleghenies, shut in by mountains from the outside world, affording a quiet restful retreat for

the sick, free from extreme weather in summer or winter. The sanatorium is surrounded by beautiful and romantic walks and drives, and the forests and streams about it furnish splendid sport. The altitude is between 1,700 and 1,800 feet. The water, which is pure and abundant, comes from numerous springs high up on the mountain side. There is also a mineral spring, the water of which has proven highly beneficial in cases of dyspepsia and constipation. There are excellent and competent physicians in attendance, and baths of all kinds, viz.: salt, electric, Turkish, vapor, etc., are furnished. The hotel, with a capacity of 150, is open the year round. It is only three hours from Pittsburg, six from Washington and seven from Baltimore.



MARKLETON SANATORIUM.

WEBSTER SPRINGS, W. VA.

The Webster Springs Hotel is one of the best appointed summer hotels in the two Virginias. In mere size it is probably the

more than pay for coming. Very good riding and driving horses can be secured at reasonable rates, and the drives and rides in the immediate vicinity are beautiful.

The feature of greatest interest is the sulphur baths, which have highly curative qualities in cases of stomach, liver, and kidney trouble. The new baths have been built as a part of the hotel, located in the first story of the east wing, in direct communication with the upper floors by stairs. A full complement of women's and men's baths have been installed, and there have been added thereto steam-rooms, hot-air rooms, massage rooms, and a plunge bath or swimming pool; in fact, a complete Russian and Turkish bath equipment. The combined effect of warm salt water baths and of drinking the cold sulphur water, apart from its

great value in the numerous specific ailments referred to, is to eradicate from the system entirely all morbid secretions and accumulations, and to improve nutrition and secretion in a natural manner, and restore all functions to a state of health.

Webster Springs is reached by the West Virginia Midland Railroad, connecting with the Baltimore & Ohio Railroad at Holly Junction, W. Va. Direct connections are made with trains from New York, Philadelphia, Baltimore and Washington, with good connections from Pittsburg, Wheeling

largest hotel in the State of West Virginia. It contains 140 bedrooms for guests, a beautiful new dining-room, capable of seating 200 persons, a sun parlor, four general parlors, separate writing-rooms for the ladies, a spacious public office, and all the other usual appointments of a first-class hotel. A handsome ballroom has been added, which will also serve for musicals, theatricals or other entertainments. Of the most welcome new features are the new Otis passenger elevator and the piazzas, which have been enlarged to double their former extent.

Webster Springs offers as many, if not more, amusements and recreations than any mountain resort. A new gymnasium, bowling alley, with pool and billiards, constitutes a few of the indoor recreations, and tennis courts, golf links, riding, driving, boating and excellent black bass and trout fishing are a few of the out-door attractions. The bass fishing begins, one might say, at the hotel, and extends up and down the beautiful Elk River and its branches. For mountain trout, the king of all fresh water fishes, one must go but a few miles to Sugar Creek or Leather Bark, and Bergoo. For those who like the mountains in the late fall, wild turkey shooting, which is very good, almost in sight of the hotel, would much



WEBSTER SPRINGS HOTEL.



Mont Chateau Inn

and Cincinnati. The ride over the mountains from Holly Junction to the springs is most fascinating. The view of the valleys of the beautiful Holly and Elk Rivers from precipitous heights, with range after range of mountains in the distance, are the most beautiful of the great Allegheny chain of mountains.

MONT CHATEAU, W. VA.

Those who desire rest and recreation find Mont Chateau a delightful place. The hotel and cottages are built on the bank of the Cheat River, in the midst of the primeval trees of the forest. A never-failing breeze blows nightly down the Canyon of the Cheat, making the nights always cool, and mosquitoes are unknown. The hotel is wonderfully quaint and cozy, and affords all the comforts and conveniences of

home life. It is easily reached by the Baltimore & Ohio Railroad to Morgantown, W. Va., and the drive over the mountains to Mont Chateau is one of the most delightful features of the trip.

BRADDOCK HEIGHTS, MD.

This attractive resort is on the Catoclin Mountain, three and one-half miles west of Frederick, in Frederick County, Maryland, twenty miles ride by trolley, through one of the most beautiful valleys in the country.

The prospect is extensive and enchanting, commanding the extent of the Frederick Valley to the east, and the far-famed Middletown Valley to the west, the South Mountain Battlefield being in full view. A splendid hotel, recently erected, and the numerous cottages for boarders, provide ample accommodations.



THE NATIONAL PIKE, NEAR BRADDOCK HEIGHTS.

THE SHENANDOAH VALLEY AND ITS ATTRACTIVE RESORTS.

THE poetic name of "Shenandoah," given this beautiful valley by the Indians because of the river of that name that runs through it, has been made historical in many a romance. The beautiful mountains have for more than a century furnished restful havens for the sick and weary.

light, sparkling, almost effervescent. There are also two iron springs near by, whose waters are a most excellent tonic. The bathing establishment is perfect in its appointments, and baths can be had of any temperature desired in the water of Capon Spring. A swimming pool is supplied by an ever-running stream of alkaline lithia water.



CAPON SPRINGS HOTEL.

CAPON SPRINGS, W. VA.

Situated on the western slope of the Great North Mountain of the Shenandoah Range, at an elevation of 1,800 feet, Capon Springs offers a most delightful place in the mountains to spend the summer. It is reached by the Baltimore & Ohio Railroad's Valley Branch, by way of Harper's Ferry and Capon, W. Va.

The prevailing west winds, coming as they do from the top of the Alleghenies, give to the air a cool, dry freshness and crispness singularly invigorating and agreeable. Besides being a most attractive summer resort, it is one of the greatest health resorts in this country, and many men and women owe their relief from suffering, their health and their strength to Capon Springs.

The Capon Spring, which is an alkaline lithia water, is one of the best medicinal mineral, as well as one of the finest table, waters in the world. The water gushes forth from the base of a picturesque mass of rock, in an abundant, bold stream—clear,

JORDAN'S WHITE SULPHUR SPRINGS, VA.

Jordan's White Sulphur Springs are situated one and one-half miles from Stephenson Station, on the Valley Branch of the Baltimore & Ohio Railroad, in a most delightful district. The surrounding hills are covered with a luxuriant vegetation, and the climb to the top of almost any one of them is compensated by a series of magnificent views. The resort is a favorable one for families, many of them returning regularly season after season. The main spring, known as the White

Sulphur, is in the center of the grounds, although nearby are wells of pure, sweet water, free from mineral qualities. The country about Jordan's White Sulphur Springs lies some 500 feet above the level of Harper's Ferry, and therefore the pure air, together with the fragrance of the pines which cover the surrounding hills, is refreshing and healthful. As the name implies, the water is largely impregnated with sulphur and the minerals usually accompanying it.



RAWLEY SPRINGS, VA.

RAWLEY SPRINGS, VA.

Rawley lies in the very heart of the characteristic Shenandoah Valley, high up in the Shenandoah Mountains. It is reached by stage, eleven miles from Harrisonburg.

Chalybeate spring water characterizes the place and makes it one of the famous resorts for which Virginia is noted. It is a

restful haven—one of those places where one can get away entirely from the busy world and let Nature's remedies repair the loss from an overworked body.

The main hotel affords accommodations for 125 persons.

Harrisonburg, the railroad terminal, is on the Valley Branch of the Baltimore & Ohio Railroad via Harper's Ferry.



BERKELEY SPRINGS, W. VA.

BERKELEY SPRINGS, W. VA.

Berkeley Springs is situated on the Berkeley Springs Branch of the Baltimore & Ohio Railroad, 100 miles west of Washington and 200 miles east of Pittsburg, on the eastern slope of the Alleghenies, and is of easy access from all the larger cities of the country. It is one of the oldest resorts in the country, patronized by the Washingtons, Fairfaxes, and other families of historic fame.

The Springs are in an elevated and healthful mountain district, highly picturesque, and possessing historic and social associations from the time of Washington

to the present day. They have been visited for more than a hundred years by thousands of people in search of health and pleasure. The water is used for both drinking and bathing, and when used as a bath at its natural temperature, 75 degrees Fahrenheit, is most delightful and invigorating. The waters flow from five springs at the rate of 2,000 gallons per minute. The Fairfax Inn, accommodating 200 people, furnishes accommodations at extremely reasonable rates. Besides the hotel there are six boarding houses in close proximity to the springs.

ORKNEY SPRINGS, VA.

Orkney Springs, Va., is situated among the foothills of the Alleghenies, 2,300 feet above sea level, twelve miles drive from Mt. Jackson, and reached by the Valley Branch of the Baltimore & Ohio Railroad in connection with the Southern Railway.

The unequalled variety of mineral waters found here includes the "Chalybeate," "Blue Sulphur," "Healing," "Arsenic," "Alum," and the famous "Bear Hollow" Spring. The three hotels and seven cottages afford accommodations for 750 guests.

THE SEASHORE.

ATLANTIC CITY, N. J.

ATLANTIC CITY, N. J., is the Acropolis of the hundred or more seaside resorts along the Atlantic Coast. It lies fifty-six miles southeast of Philadelphia, and by reason of its accessibility and its magnificent ocean front, has easily distanced its sister resorts in popularity.

It is on an island ten miles long, and three-quarters of a mile wide at its widest point, separated from the mainland of New Jersey by an estuary of the ocean.

procure less pretentious quarters and be comfortably provided for.

The splendid esplanade, or board walk, is free to all, rich and poor alike; and the magnificent bathing beach makes no distinction among its bathers. The board walk is five miles in length, reaching from the southern extremity of Atlantic City at Chelsea to the extreme northern end at the Inlet, where the waters of the ocean rush in and form the estuary which cuts the island from the mainland.



THE BOARD WALK, ATLANTIC CITY

It is pronounced to be the largest, richest and most popular watering place in the world. Its season never comes to an end, which gives it a great advantage over all resorts of its kind, for the proprietors of its prominent hotels do not reckon upon making the profits of one season carry them over to the next. There are over twelve hundred hotels and cottages devoted to the transient population. Some of them are as magnificent in detail as can be found in the country. The rich can find luxury in its most profuse form, and the humble can

Thousands of people may be seen promenading the esplanade in a never-ending procession from daylight, when the health-seekers are eagerly whiffing the early morning salt air breezes from the ocean, until midnight, when the pleasure-seekers are leisurely strolling toward their hotels.

The surf bathing which has made Atlantic City famous is one of the wonders of the world. It has been estimated on several occasions in the past three years that over 100,000 people have taken advantage of the bathing hours between eleven and one

o'clock. The sight at this time defies description; men, women and children in bathing costumes of varied hues form a picture to be seen only at Atlantic City.

Aside from the ocean features, Atlantic City has amusements of every kind. Great iron piers extend hundreds of feet into the ocean. Each pier has its summer theatre and band stands, and for a nominal price you can enjoy the comfortable chairs of the

pier and listen to the music of the bands throughout the entire day.

The Baltimore & Ohio Railroad, in connection with the Philadelphia & Reading Railway, conducts a series of popular excursions every summer to Atlantic City, Cape May, Ocean City and all the seashore resorts from the entire territory east of the Ohio River and from certain points of the lines west of the Ohio River.

CAPE MAY, N. J.

At the southernmost point of New Jersey, at the mouth of the Delaware River, is Cape May, the sister resort of Atlantic City. It is the same distance from Philadelphia as Atlantic City, and differs from the latter, inasmuch as there are more cottages owned by private individuals and a much less number of hotels. It is not a

cosmopolitan watering place, but more of a resort of the wealthy class. The bathing beach in many respects surpasses that of Atlantic City, but is not so popular with the multitude. The board walk of Cape May is similar to that of Atlantic City. It is the oldest resort on the Atlantic coast, and is the most fashionable.



BOARD WALK, ASBURY PARK.

OCEAN CITY, N. J.

Ocean City lies a few miles south of Atlantic City. While not as popular with the masses as Atlantic City or Cape May, it has a popular representation of the people each season.

SEA ISLE CITY, N. J.

Another of the popular seashore resorts, lies midway between Ocean City and Cape May, and enjoys the same superb bathing facilities.

OCEAN CITY, MD., AND REHOBOTH BEACH, DEL.

These seashore resorts are mentioned together, as they enjoy somewhat the same popularity. They lie on the coast south of the Delaware Bay, and are reached via Baltimore, thence by boat and rail.

ASBURY PARK, N. J.

Like a magic city, with the advent of the summer season, Asbury Park becomes one of the most populous municipalities of

New Jersey, with a population well bordering on 75,000. It has a particularly fine location for a summer outing, and the beach front is one of the best on the North Atlantic Coast. It is bounded on the north and south by two beautiful fresh water lakes, that to the north being known as Sunset Lake, which is most irregular in outline, its surface being dotted with many small and picturesque islands. Several hundred boats comprise the livery thereon, and gala events are frequent occurrences. At the south is Wesley Lake, a long, narrow and picturesque body of water separating Asbury Park from its sister city, Ocean Grove, by all odds the most famous camp meeting city in the country.

The thoroughfares of Asbury Park are not only uncommonly wide, but are very well kept, and the greenswards and profuse shade surrounding the residences add materially to the city's attractiveness.

The city has recently taken over the ownership of the beach front, and much has already been done to make the esplanade and board walk, which is eighty feet wide and some three miles in length, a special feature of attraction.

There has recently been built a casino of mammoth proportions on one of the piers extending into the ocean, and reached directly from the board walk, and in this amphitheater, under the supervision of the municipal beach commission, is given a series of daily concerts and entertainments by the best and most noted musical organizations and artists in America.



ASBURY PARK CASINO.

The roads leading to the inland and surrounding country are noted for their picturesque-ness, and driving and motoring are popular pastimes. An adequate trolley line brings the nearby towns of Avon, Belmar, Spring Lake, Elberon and Long Branch within easy riding distance of Asbury Park, while a belt line service in the city connects the board walk, public halls and business centers with the hotels. The hotels are comfortable domiciles, with every convenience the tourist may exact, and a cuisine which is not surpassed anywhere. There are also innumerable boarding houses, at which very comfortable accommodations may be obtained.

At the smaller boarding houses one may be accommodated for \$5.00 per week, the more pretentious boarding houses charging from \$10.00 to \$15.00 per week; the small hotels furnish very good accommodations for \$15.00 to \$20.00 a week, but at the larger hotels prices range from \$5.00 a day upwards.



SUNSET LAKE, ASBURY PARK.



ENTRANCE TO NATIONAL CEMETERY, GETTYSBURG.

THE BATTLEFIELD REGION.

GETTYSBURG, PA.

THE chief interest of Gettysburg is historic, and this it is that attracts tourists from all parts of the world.

The greatest battle, considered the "high-water mark" of the Civil War, was fought here on the 1st, 2d and 3d of July, 1863, between the National forces under General Meade and the Confederate army under General Lee. The principal object of interest, Cemetery Hill, so named from having long been the site of the village cemetery, forms the central and most striking feature at Gettysburg. Here were the Union headquarters, and standing on its crest the visitor has the key to the position of the Union forces during those eventful three days of July. Flanking Cemetery Hill on the west, about a mile distant, is Cemetery Ridge, on which were General Lee's headquarters and the bulk of the Confederate forces. Other spots usually visited are Benner's Hill, Culp's Hill, Round Top and Little Round Top, also Willoughby Run, where Buford's cavalry held A. P. Hill's column in check during two critical hours. The National Cemetery, containing

the remains of the Union soldiers who fell in the battle of Gettysburg, occupies about seventeen acres on Cemetery Hill adjacent to the village cemetery, and was dedicated with imposing ceremonies and an impressive address by President Lincoln, November 19, 1863. A soldiers' monument, sixty feet high and surmounted by a colossal marble statue of Liberty, dedicated July 4, 1868, occupies the crown of the hill. At the base of the pedestal are four buttresses bearing marble statues of War, History, Peace and Plenty. Around the monument in semicircular slopes are arranged the graves of the dead, the space being divided by alleys and pathways into twenty-two sections—one for the regular army, one for the volunteers of each State represented in the battle, and

three for the unknown dead. The number of bodies interred here is 3,564, of which 994 have not been identified. Near the entrance to the cemetery is a bronze statue of Major-Gen. John F. Reynolds, who was killed in the first day's fight. Opposite the cemetery an observatory sixty feet high has been erected, commanding a fine view. Altogether there are now 348 monuments erected to perpetuate the memory of brave men who fell during the three eventful days. Some of them are magnificent and costly, and all are unique.

One mile west of the borough are the Gettysburg Springs, whose waters, denominated katalysine, have acquired a wide



CAVALRY CHARGE, BATTLE OF GETTYSBURG.

reputation for their medicinal qualities. They are said to resemble the celebrated Vichy water, and are considered remedial in gout, rheumatism, dyspepsia and affections of the kidneys. The Springs Hotel accommodates the patients who resort here during the summer for treatment.

Gettysburg is easily accessible from points on the Baltimore & Ohio Railroad in connection with the Western Maryland Railroad.

ANTIETAM, MD.

This famous battlefield, while not the national park that Gettysburg is, is full of interest. It is easily reached by way of the Baltimore & Ohio Railroad to Keedysville, Md.

INDIANA SPRINGS.

FRENCH LICK SPRINGS, IND.

FRENCH LICK SPRINGS are located in Orange County, Ind., 150 miles from Cincinnati, and are reached by the Baltimore & Ohio Railroad and its connection, the Baltimore & Ohio Southwestern Railroad, via Mitchell, Ind.

The springs issue into a valley crescented by the knobs of the Cumberlands, beautifully located, with unsurpassed views, surrounded by 300 acres of beautifully shaded lawn. The water emerges in gushing springs from a tertiary soil of rocky formation, rich in glauberite crystals of calcium. It is a clear, colorless water of specific gravity 1020, that bursts with unusual boldness, with a uniform temperature of 55 degrees Fahrenheit during the winter and summer. "Pluto," the largest spring, has an output of eighty gallons per minute. The water from this spring has a phenomenal record in curing bowel, kidney, stomach and liver affections. "Proserpine," another spring, issues water of medium strength, and is used where only mild treatment is desired. "Bowles

It has wonderful effects in cases of Bright's disease. The "Bath" spring issues heavy alkaline water, rich in sulphur compound. It is bluish black in color and almost opaque.

The new hotel just completed at French Lick materially increases the capacity for guests. The building is architecturally



FRENCH LICK HOTEL.

attractive and furnished in the most complete and elaborate manner.

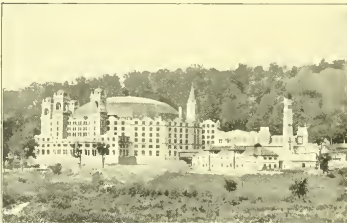
WEST BADEN MINERAL SPRINGS, IND.

West Baden Springs are known as the "Carlsbad of America," and are but one mile from French Lick, reached by the Baltimore & Ohio and Baltimore & Ohio Southwestern Railroad by way of Mitchell, Ind. There are no waters so favorably known for the cure of inebriation as those found at West Baden. They are an absolute specific for alcoholism in all its forms.

The large hotel is beautifully located and thoroughly up-to-date, containing over 600 rooms.

PAOLI LITHIA AND SULPHUR SPRINGS, IND.

These springs are situated near French Lick and West Baden Springs, and have the same direct train connections at Mitchell, Ind., from points on Baltimore & Ohio and Baltimore & Ohio Southwestern Railroads, as have the other resorts. Paoli is supplied with amusements of various kinds, beside the benefits of the wonderful waters.



WEST BADEN HOTEL.

Springs," as compared with "Pluto" and "Proserpine," represents the mildest water, and is by far, in virtue of its happy combinations of the elements, the best diuretic known. It is said to be the strongest chalybeate spring yet discovered.

LAKE ERIE RESORTS.

PUT-IN-BAY AND THE ISLANDS OF LAKE ERIE.

PUT-IN-BAY, which claims to be the most important summer resort west of the Allegheny Mountains, is one of the prettiest resorts of the Great Lakes. The island lies about twenty-two miles north of Sandusky, in Lake Erie, whilst close around it are Kelley's Island, Pelee, Middle Bass, Ballast, Gibraltar, and many smaller islands, each of which has its distinct individuality.

Put-in-Bay Island is the largest and most attractive of the group. Its magnificent scenery, pure water, bracing atmosphere, entire absence of dew, superb boating,

LAKESIDE, OHIO.

Lakeside is another Lake Erie resort near Sandusky, and is known as the "Chautauqua" of the lakes. For more than twenty-five years it has attracted, enlightened and entertained its thousands of frequenters. Chautauqua work, kindergarten, summer schools, bathing, fishing and boating, all combine to instruct and amuse patrons.

LAKE WAWASEE, IND.

At Wawasee, Ind., on the Chicago Division of the Baltimore & Ohio Railroad, lies Lake Wawasee, or "Turkey Lake," as it



BALTIMORE & OHIO BOAT LANDING, SANDUSKY, OHIO.

bathing and fishing have made it popular for years. There are five large hotels on the island, and an electric railway, many handsome summer cottages, magnificent bathing beaches with bath houses, toboggan slides, etc. The surrounding islands are so close to Put-in-Bay as to make it the head of a large family of pleasure-seekers. The famous fishing, for which Put-in-Bay and the islands are noted, needs no mention here. The islands are the headquarters for the yachting and canoeing associations of the Middle West, and ever enthrust new interest to lovers of the aquatic sport.

These resorts are reached by the Baltimore & Ohio Railroad to Sandusky, and an excellent line of steamers meets all trains and makes deliveries of passengers to the islands.

was formerly known. This beautiful expanse of water, ten miles in length, lies at an elevation of 900 feet above the level of the sea and about 300 feet higher than Lake Michigan, into which its waters empty. It is the largest of the inland lakes of Indiana, and is one of the most popular summer resorts of Chicago and of many of the larger cities of Indiana, Illinois and Michigan.

"Turkey Lake," as it was formerly called, is a favorite resort for canoeists and fishermen who find delight in its pleasures for a fortnight's vacation. It is popular for families, and numerous beautiful private cottages dot its shores.

There are four hotels at which reasonable rates can be obtained, from \$1.00 per day up, with special rates to parties.

CEDAR POINT, OHIO.

Cedar Point, the beautiful Lake Erie resort, is situated on a semicircular neck of land stretching out into the lake, and is conceded to be the largest summer resort in the world under one management. Over a million people flocked to this point during the last season from all points of the compass. So popular has it become and so numerous are its amusements that it has frequently been termed the "Coney Island" of the Central West.

The management of Cedar Point have made it their chief object to cater to the comfort, health and pleasure of the tourists, and the beautiful wooded peninsula of

people, while the immense ballroom is the scene of continuous dancing every afternoon and night. Crystal Rock Castle is also very popular with visitors, and in the afternoon and evenings, parties of pleasure-seekers gather to enjoy the music and discuss the topics of the day. Another enchanting feature is a series of lagoons which wind in and out among the most picturesque portions of the park for a distance of nearly three miles, and a trip on one of the auto-boats, which ply these waters, is a never-to-be-forgotten recreation.

The accommodations for guests at Cedar



"THE BREAKERS," CEDAR POINT, OHIO.

nearly seven square miles in extent, has grown into a modern summer resort with accommodations for 50,000 people, and has the largest and best hotel facilities on the Great Lakes.

Its famous beach is seven miles long and is considered the safest and most perfect fresh water bathing in the country. Here may be seen daily thousands enjoying their dip in the surf, while hundreds of children make the clean white sands of the beach their playground. Among the other pleasures are boating, bowling, fishing, sailing, rowing and woodland rambles; and in fact you have but to choose your pleasure and it is easily found.

The Coliseum is of mammoth proportions, having a capacity of more than 10,000

Point are unsurpassed by any summer resort. The hotels are large and completely equipped, the most extensive of which is "The Breakers," with every modern convenience. It covers an area of over six acres of ground and contains nearly 700 outside rooms, all of which afford an unobstructed view of the bathing beach and Lake Erie. "The Breakers Annex" and "The White House" are two commodious and nicely furnished hotels, in addition to which there are many cozy cottages, which make most attractive summer homes.

Cedar Point is easily accessible from points on the Baltimore & Ohio Railroad via Sandusky, Ohio, where steamers meet all trains and make trips to and from the resort every twenty minutes.



Stub Ends of Thought

By ARTHUR G. LEWIS.



THERE should be a premium placed on all individual ability, and recognition of same beyond the pale of prejudice.

ANTICIPATED failure shakes the plank of opportunity that lies across the stream of success.

SOME men attempt to cover their ignorance by an aggressive silence and tacitly insult us by an offensive absence of expressed opinion.

THE shadows and lights of life come and go just in accordance with the way we turn towards them.

STRENGTH is not proven by its test with strength, but in its power to combat with and overcome weakness.

FEAR and imagination are the cause of more unrest and unhappiness than the actual result of facts and fate.

LOGICAL loyalty consists of the possession of sufficient moral courage to hold and express an opinion, at variance, if necessary, with the views of those we want to serve.

DECEPTION in the face of generous faith and confidence degrades none but the one who deceives.

WHAT many consider an excess of pride is frequently only a lack of common sense.

INNOCENCE need fear no doubt of being discovered, and guilt no hope beyond that of ultimate punishment.

IT is best to let others find out our virtues, and keep within ourselves the knowledge of any good we possess, as a reserve fund to protect the maturity of our faults.

IF the week days of life are kept clean God may find it easy to pardon the shortcomings of our Sunday life.

THERE are two ways of proving a lack of information, one is by saying nothing and the other by saying too much.

UNDER the wings of nobility in character the best part of love finds its permanent refuge in consolation and faith.

IT is often necessary for us to sacrifice our individuality for the welfare of others, if only to prove that general opinion must rule even though it be wrong.

ABSOLUTE faith in either God or man is productive of absolute peace and sense of security.

THE WORLD'S WAY.

BY ARTHUR G. LEWIS.

Eyes that are brightest see the brightest side,
Crafts that are lightest over billows ride;
Men will walk in gardens where the flowers bloom,
Leaving shadowed corners to their morbid gloom.

Birds will fly in winter where the moss-rose clings,
Memory knows no mercy for the remorse it brings;
Those that have been wounded, bend before a scar,
Learning in their sorrow, things for what they are.

"STUB ENDS OF THOUGHT" in book form, bound in silk cloth (104 pages), may be obtained from the author, Arthur G. Lewis, Norfolk, Va. Price \$1.00, postpaid.

IMPORTANT CHANGE IN TIME OF TRAINS EFFECTIVE MAY 26, 1907.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O.

EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON,
BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE FEBRUARY 3, 1907										
EASTWARD										
	No. 504 DAILY	No. 526 EXCEPT SUNDAY 8 HOUR	No. 522 SUNDAY	No. 528 EXCEPT SUNDAY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 8 HOUR	No. 506 DAILY	No. 516 DAILY	No. 514 DAILY	No. 512 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	PM	AM
Lv. WASHINGTON	7.00	9.00	9.00	11.00	1.00	3.00	6.00	8.00	11.30	2.57
Lv. BALTIMORE, CAMDEN STATION	7.55	9.55	9.52	11.50	1.55	3.48	6.00	8.00	12.39	3.51
Lv. BALTIMORE, MT. ROYAL STATION	8.00	9.54	9.57	11.54	1.59	3.52	6.05	8.05	12.44	3.56
Ar. PHILADELPHIA	10.15	11.52	12.11	2.02	4.05	6.50	8.19	11.45	3.05	6.00
Ar. NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.15	6.30	8.00	10.40	3.20	5.40	8.32
Ar. NEW YORK, 230 STREET	12.45	2.10	2.40	4.25	6.45	8.10	10.50	6.33	6.33	8.43
	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO
PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE NOVEMBER 25, 1906.										
WESTWARD										
	No. 555 DAILY	No. 517 EXCEPT SUNDAY	No. 505 DAILY	No. 501 DAILY	No. 507 DAILY	No. 527 DAILY 8 HOUR	No. 508 "ROYAL LIMITED" DAILY 8 HOUR	No. 508 DAILY	No. 511 DAILY	
	PM	AM	AM	AM	AM	PM	PM	PM	PM	PM
Lv. NEW YORK, 230 STREET	11.60	.....	7.50	9.50	11.50	1.50	3.50	5.50	6.50	.....
Lv. NEW YORK, LIBERTY STREET	1.30	.....	8.00	10.00	12.00	2.00	4.00	6.00	7.00	.....
Lv. PHILADELPHIA	4.15	8.30	10.17	12.30	2.17	4.16	6.12	8.36	9.21	.....
Ar. BALTIMORE, MT. ROYAL STATION	6.45	10.51	12.13	2.43	4.16	6.09	8.09	10.55	11.23	.....
Ar. BALTIMORE, CAMDEN STATION	6.50	10.55	12.17	2.47	4.20	6.13	8.13	11.01	11.27	.....
Ar. WASHINGTON	7.50	11.45	1.12	3.50	5.20	7.00	9.00	12.10	12.22	.....
	AM	AM	PM	PM	PM	PM	PM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST
AND SOUTHWEST.

WESTWARD										
	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 8 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 15 EXPRESS DAILY	NOTE.	
Lv. NEW YORK, 230 STREET	9.50 AM	11.60 AM	N 3.50 PM	5.50 PM	7.50 AM	11.50 PM	8.50 PM	.....	
Lv. NEW YORK, LIBERTY STREET	10.00 AM	12.00 PM	N 4.00 PM	6.00 PM	8.00	1.30 AM	9.21 PM	.....	
Lv. PHILADELPHIA	12.30 PM	2.17 PM	6.12 PM	8.55 PM	10.17 AM	1.45 AM	.....	.....
Lv. BALTIMORE, MT. ROYAL STATION	2.43 PM	4.15 PM	8.09 PM	10.55 PM	12.13 PM	5.45 PM	11.32 PM	.....	
Lv. BALTIMORE, CAMDEN STATION	3.00 PM	4.30 PM	8.00 PM	11.10 PM	12.22 PM	7.00 AM	11.32 PM	.....	
Lv. WASHINGTON	4.06 PM	5.30 PM	9.10 PM	12.40 AM	1.22 PM	8.00 AM	12.30 AM	.....	
Ar. DEER PARK HOTEL	.....	.....	.....	.....	7.13 PM	.....	.....	.....
Ar. PITTSBURG	.....	.....	6.45 AM	.....	8.42 PM	5.05 PM	8.50 AM	Lv. 5.40 PM		
Ar. CLEVELAND	.....	.....	12.00 PM	.....	.....	.....	.....	10.00 PM		
Ar. WHEELING (EASTERN TIME)	.....	2.35 AM	.....	.....	.....	7.40 PM	.....	Lv. 6.00 PM		
Ar. COLUMBUS (CENTRAL TIME)	.....	8.45 AM	.....	.....	.....	.....	.....	9.50 PM		
Ar. CHICAGO	.....	5.15 PM	.....	.....	9.45 AM	7.45 AM	.....	7.45 AM		
Ar. CINCINNATI	8.05 AM	.....	.....	5.35 PM	.....	11.50 PM	.....	.....
Ar. INDIANAPOLIS	10.55 AM	.....	.....	11.50 PM	.....	.....	.....	.....
Ar. LOUISVILLE	11.50 AM	.....	.....	9.30 PM	.....	7.10 AM	.....	.....
Ar. ST. LOUIS	6.27 PM	.....	.....	7.28 PM	.....	1.40 PM	.....	.....
Ar. OHATTANOOGA	5.15 PM	.....	.....	6.30 AM	.....	.....	.....	.....
Ar. MEMPHIS	.....	.....	.....	8.15 AM	.....	.....	.....	.....
Ar. NEW ORLEANS	8.45 AM	.....	.....	8.10 PM	.....	.....	.....	.....

Through Pullman Sleepers to all points. * Except Sunday. N—Connection east of Philadelphia is made with No. 609, "Royal Limited." Note—Direct connection at Cumberland with Train No. 55 from points east.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EASTWARD										
	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM DAILY	No. 14 EXPRESS DAILY			
Lv. CHICAGO	.....	.....	5.30 PM	10.40 AM	.....	.....	8.30 PM			
Lv. COLUMBUS	.....	.....	.....	7.00 PM	.....	.....	.....
Lv. WHEELING (EASTERN TIME)	.....	6.00 PM	.....	12.25 PM	.....	.....	10.50 AM			
Lv. CLEVELAND	.....	.....	11.30 PM	.....	3.00 PM	.....	.....	
Lv. PITTSBURG	.....	.....	8.00 AM	.....	9.30 PM	* 6.30 PM	1.15 PM			
Lv. ST. LOUIS	* 9.00 AM	1.45 AM	.....	.....	.....	9.29 PM	.....		
Lv. LOUISVILLE	2.10 PM	8.10 AM	.....	.....	.....	2.50 AM	.....		
Lv. INDIANAPOLIS	* 2.55 PM	* 7.30 AM	.....	.....	.....	4.45 AM	.....		
Lv. CINCINNATI	* 6.35 PM	12.10 PM	.....	.....	.....	8.00 AM	.....		
Lv. NEW ORLEANS	.....	8.15 AM	.....	.....	.....	8.00 PM	.....		
Lv. MEMPHIS	.....	8.40 PM	.....	.....	.....	1.00 PM	.....		
Lv. OHATTANOOGA	5.20 AM	10.30 PM	.....	.....	.....	.....	.....
Lv. DEER PARK HOTEL	.....	.....	* 10.15 AM	.....	.....	.....	.....
Lv. WASHINGTON	12.40 PM	6.30 AM	4.42 PM	12.30 PM	5.41 AM	2.42 AM	10.25 PM			
Lv. BALTIMORE, CAMDEN STATION	1.47 PM	7.50 AM	6.50 PM	1.47 PM	7.50 AM	3.47 AM	11.30 PM			
Lv. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	6.05 PM	1.59 PM	8.00 AM	3.55 AM	12.44 PM			
Lv. PHILADELPHIA	4.05 PM	8.15 AM	8.15 AM	4.05 PM	10.15 AM	3.05 PM	.....		
Ar. NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 PM	6.30 PM	12.35 PM	8.32 AM	5.40 AM			
Ar. NEW YORK, 230 STREET	6.45 PM	12.45 PM	10.60 PM	6.45 PM	12.45 PM	8.43 AM	6.33 AM			

Through Pullman Sleepers from all points. * Daily. † Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR"

BETWEEN WASHINGTON AND BALTIMORE.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR" — NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR" — WASHINGTON TO NEW YORK.

IMPORTANT CHANGE IN TIME OF TRAINS EFFECTIVE MAY 26, 1907.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

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IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

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No. 504. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. Five Hour Train. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Philadelphia to New York.

No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.

No. 528. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 534. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Dining Car, table d'hôte, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506. Drawing Room Parlor Car Washington to New York. Dining Car a la carte, Baltimore to Philadelphia.

No. 514. Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 555. Separate Pullman Drawing Room Sleeping Cars to Baltimore, Washington and Cincinnati. Dining Car, a la carte, Baltimore to Washington.

No. 517. Drawing Room Parlor Car Philadelphia to Washington.

No. 505. Drawing Room Sleeping Car New York to Chicago. Dining Car, a la carte, New York to Philadelphia.

No. 501. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.

No. 507. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.

No. 527. Five Hour Train. Drawing Room Buffet Parlor Car New York to Washington.

No. 509. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hôte, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.

No. 511. Drawing Room Parlor Car New York to Philadelphia. Drawing Room Buffet Sleeping Car New York to Washington.

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No. 7. Chicago Express. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Pittsburg Night Express. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. St. Louis Express. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.

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No. 5. "Chicago Limited." Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Washington to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve all meals.

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No. 4. Cincinnati-New York Limited. Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 6. Chicago-New York Limited. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. Chicago-New York Express. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals except breakfast at Cumberland.

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No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Buffet Drawing Room Sleeping Car Chicago to Cleveland. Buffet Parlor Car Pittsburg to Baltimore.

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— THE —
“Royal Limited”

FROM WASHINGTON

THE best appointed trains out of Washington for Baltimore, Philadelphia and New York are those of the Royal Blue Line leaving “Every Odd Hour” during the day—7, 9, 11, 1, 3, 5 o’clock, and at 11.30 p. m.

☐ All trains have Pullman service, and dining cars serve all meals.

☐ The best train of the series is the “Royal Limited,” leaving 3 p. m., reaching Baltimore in 44 minutes, Philadelphia in 2 hours and 50 minutes and New York in FIVE HOURS.

☐ It is all Pullman, but no extra fare is charged. The cafe-smoking, parlor and observation cars are superb, and the table d’hôte dinner on the dining car appeals.

— THE —
“Royal Limited”

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☐ The best train of the series is the “Royal Limited,” leaving 4 p. m., running to Washington in FIVE HOURS.

☐ It is all Pullman, but no extra fare is charged. The cafe-smoking, parlor and observation cars are superb, and the table d’hôte dinner on the dining car appeals.

SPECIAL TOURS

....



....

SEASON 1907

ATLANTIC CITY

Cape May, Sea Isle City
Ocean City, N. J.
Ocean City, Md.
Rehoboth Beach, Del.

SPECIAL EXCURSIONS FROM POINTS EAST
OF THE OHIO RIVER

June 27, July 11 and 25, August 8
and 22, September 5

American Medical Association

ATLANTIC CITY, N. J.

June 4-7, 1907

National Eclectic Medical Association

LOS ANGELES, CAL.

June 18-21, 1907

Knights Templar Conclave

SARATOGA SPRINGS, N. Y.

July 9-13, 1907

For Full Information call on or address Ticket
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JAMESTOWN

TER-CENTENNIAL

EXPOSITION

NORFOLK, VA.

April 26 to December 1, 1907

B. P. O. Elks

PHILADELPHIA, PA.

July 15-20, 1907

Baptist YOUNG PEOPLES Union

SPOKANE, WASH.

July 4 to 7, 1907

International C. E. Convention

SEATTLE, WASH.

July 10 to 15, 1907

G. A. R. National Encampment

SARATOGA SPRINGS, N. Y.

September 9-14, 1907

For Full Information call on or address Ticket
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SPECIAL TOURS

....

Baltimore
& Ohio

....

SEASON 1907

Deer Park Hotel

DEER PARK, MARYLAND

On the Crest of the Alleghenies



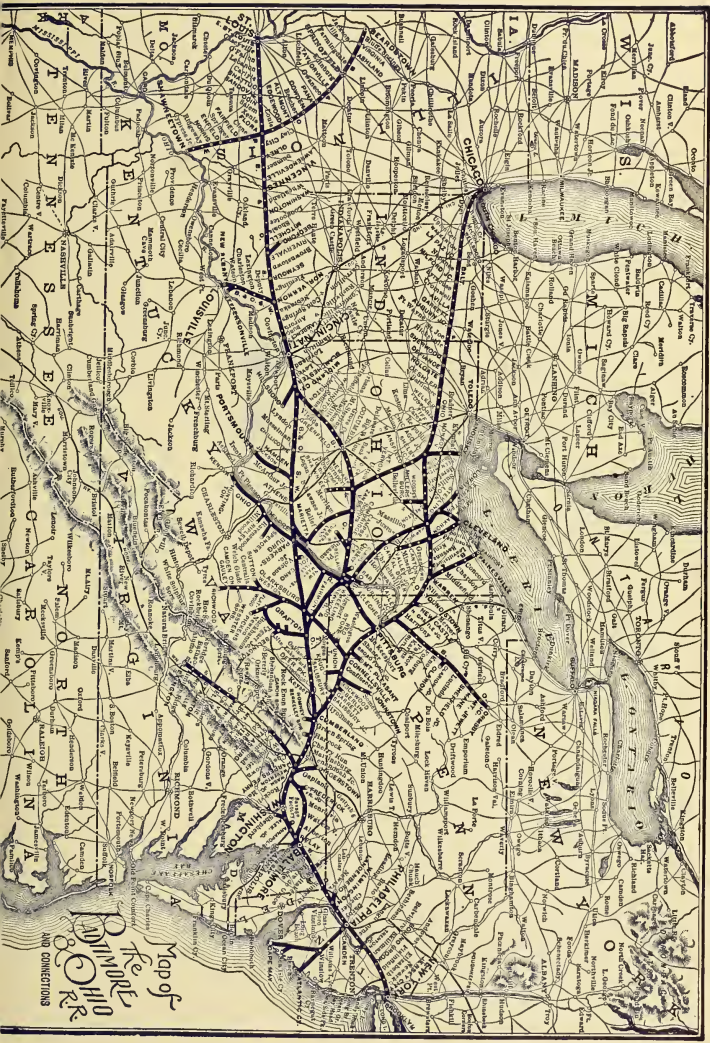
Baltimore
& Ohio

Through vestibuled trains with Pullman Drawing Room Sleeping Cars and Dining Cars from Chicago, St. Louis, Cincinnati, Louisville, Columbus, Cleveland, Pittsburg, Wheeling, Washington, Baltimore, Philadelphia and New York make regular stop at Deer Park Hotel during the summer season, commencing June 22, 1907.

Address all inquiries to

W. E. BURWELL, Manager,

DEER PARK HOTEL, MARYLAND.



Map of
More
and
Connections

Baltimore & Ohio R.R.



EAST AND WEST



CALENDAR - 1907



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
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29	30	29	30	31

ROYAL BLUE TRAINS



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BALTIMORE, MD.

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BOOK OF THE ROYAL BLUE



"THE VISTA," MOUNTAIN LAKE PARK.

BALTIMORE & OHIO R.R.

FIFTIETH ANNIVERSARY OF OPENING OF THROUGH LINE
BETWEEN ATLANTIC SEABOARD AND MISSISSIPPI RIVER.

Baltimore & Ohio

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CLEVELAND, COLUMBUS, SANDUSKY,
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BOOK OF THE ROYAL BLUE.

JUNE, 1907.

CONTENTS.

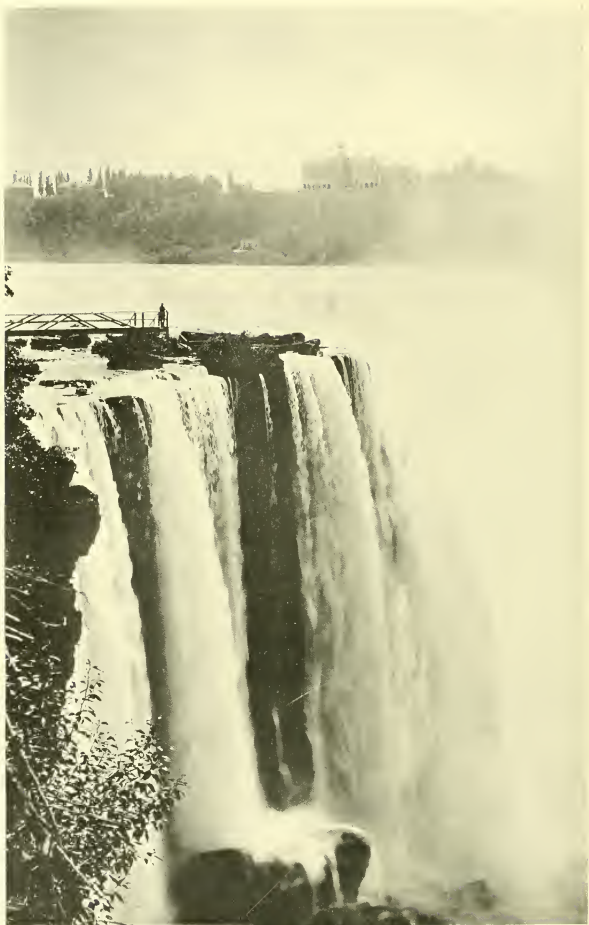
	Page
One Day in the Sweet Month of June—By Dr. Thomas Calver.....	1
Fiftieth Anniversary of the opening of the first through line between the Atlantic Seaboard and the Mississippi River	3
On Lovers' Leap—By George E. Tack.....	12
A Daughter of Virginia—By Charles L. Shipley...	13
Keeping the Baltimore & Ohio in repair in war time was a task for Hercules—By W. E. Porter	17
The Baltimore & Ohio Terminals in Chicago.....	21
Stub Ends of Thought—By Arthur G. Lewis	23

ILLUSTRATIONS

Niagara the Beautiful	Frontispiece
Railway Celebration, 1857—The Special Train	2
A Train and Trestle of 50 years ago.....	6
Pocahontas a Daughter of Virginia	13
The Marriage of Pocahontas	14
Pocahontas Saving the Life of John Smith.....	15

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50 CENTS PER YEAR.



NIAGARA THE BEAUTIFUL

BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY

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WILLIAM ELLIOTT LOWES, EDITOR.

VOL. X.

BALTIMORE, JUNE, 1907.

No. 9

ONE DAY IN THE SWEET MONTH OF JUNE.

A SONG OF SUMMER.

DR. THOMAS CALVER.

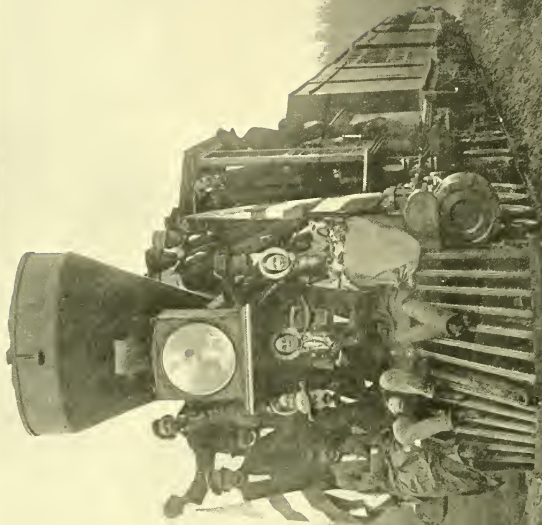
A little song-sparrow sang up in a tree,
One day in the sweet month of June.
His heart was with gladness as full as could be,
And he put it all into his tune.
With twitter and warble he made such a spell
That other birds tarried to hear;
And Sweetheart and I stayed to listen as well,
And listened too long there, I fear.

REFRAIN.

One day in the sweet month of June,
When all the whole world seemed in tune;
With wild flowers inviting and song birds delighting,
We thought we from love were immune.

A little red rose on a lovely bush grew,
One day in the sweet month of June.
Its breath was so sweet and its blush was so true
That it seemed with our hearts to commune.
The birds gathered near it, with praises of song;
The leaves were with jealousy green;
And Sweetheart and I lingered there much too long,
Entranced by the beautiful scene.

A little gay brook leaped and danced down a hill,
One day in the sweet month of June,
The trees bent to list to its musical trill,
In its bed in the rocks it had hewn;
And Sweetheart and I, 'neath a sheltering bough,
Bewitched by its charm, were undone—
We *two* are not roaming in ecstasy now;
We're married, and so we're but *one*!



THE GREAT RAILWAY CELEBRATION OF JUNE, 1857. PHOTOGRAPH OF THE FINEST TRAIN OF THAT PERIOD ON OCCASION OF OPENING OF BALTIMORE & OHIO LINES FROM BALTIMORE TO ST. LOUIS.
This photograph is one of a series of the first made by wet plate process.

FIFTIETH ANNIVERSARY OF THE OPENING OF THE FIRST THROUGH LINE BETWEEN THE ATLANTIC SEABOARD AND THE MISSISSIPPI RIVER.

First St. Louis train left Baltimore fifty years ago over the Baltimore & Ohio.
The Great Railway Celebration in June, 1857.

FROM BALTIMORE "SUN."

JUST fifty years ago in June the first railway from the Atlantic Ocean to the Mississippi River was opened. It ran from Baltimore to St. Louis.

For a good while before that there had been railway communication between Baltimore—the first city in the world to see a steam railroad—and the other cities of the East. But west of the Ohio river there were still stage coaches, and it was not until 1857 that the iron horse pushed on to the Father of Waters.

Railroads are so commonplace nowadays that it seems impossible to imagine them as novelties, and yet in the year 1857 they were few and far between. When the line to St. Louis was opened many men yet living were voters.

It was about the middle of 1857 before the three sections of rail which made possible a through journey from Baltimore to St. Louis were finished. They were the Ohio & Mississippi Railroad, which ran from Cincinnati to St. Louis; the Marietta & Cincinnati Railroad, which ran between the two places named in its title, and the Northwestern branch of the Baltimore & Ohio Railroad, which had then just been completed from Grafton to Parkersburg, West Virginia.

It is an odd coincidence that these three bits of track should have been finished all at practically the same time, in the spring of the year. Joined together and added to the already completed tracks of the Baltimore & Ohio Railroad, running from Baltimore to Parkersburg, they made a direct route, almost on an airline, from the Coast to the Mississippi—from Baltimore to St. Louis. When one travels between these two places in one of the palatially appointed coaches of the present day one rides over the oldest piece of transmountain track in existence.

When the through track was finally thrown open the people of Baltimore and the cities beyond the mountain were filled with enthusiasm. The Baltimore & Ohio

Company had labored for thirty years and more to bring about just this result. Now at last the happy end had been accomplished. St. Louis was within hailing distance of Baltimore and friendly and commercial intercourse was a thing at hand.

It must be remembered that this was in the early days of railroading. At this very time there were very few other pieces of track in the United States, and in commenting upon the occasion a jubilant scribe of 1858 ventured the bold prediction that in the course of the next century steam communication would be "pushed farther and to grander ends, even to the Pacific Coast!"

There was a railroad making its way from Philadelphia to Baltimore, and New York was sending out feeders into the country around it. In Massachusetts were a few experimentally inclined bits of road, but this sums up the entire mileage of the country at that time.

It is no wonder then that so many difficulties having been overcome and the practical worth of the new agent, steam, having been so splendidly demonstrated, the people of East and West, situated along the route of the new connecting medium, should unite in a grand exhibition of joy that has gained in history the name of the "Great Railway Celebration."

At this time the Baltimore & Ohio Railroad was just thirty years old. It may not be out of place to give just a few words of its history.

This great road, which has been so intimately bound up with the history of Baltimore, was planned in February, 1827, by a body of public-spirited citizens who saw that the commercial supremacy of this city then depended upon her having a good means of communication with the great West.

The situation was this: Baltimore's western trade was being diverted from her. The recently completed Erie canal in New

York and certain public works of Pennsylvania had taken away from her a commerce from across the mountains that had been one of her principal sources of revenue. Long before a boat sailed Lake Erie or even a stage route existed between Buffalo and the Ohio or Mississippi Valleys emigration and traffic had marked a trail across the Alleghenies from Philadelphia and Baltimore to where Cincinnati stands and beyond.

The construction of the Erie canal and the discovery of the easier, though longer, route around the mountains, by way of the Great Lakes, diverted most of this, and Baltimore was in the painful position of seeing her wealth being seized by New York and other cities of the North.

It was at this point that the more resourceful citizens arose to action. The proposed Chesapeake & Ohio canal was looked to as a remedy, but hopes in this direction, which had been high, received a rude shock by the publication, in 1826, of the estimate of the canal's probable cost by the French engineer, General Barnard. He represented that there were formidable difficulties in the way in regard to water supply, and the cost, as set forth by him, was almost prohibitive. Altogether, the intelligent citizens of the community became practically convinced that such a waterway was quite out of the question and that, if it should be built, it would little benefit Baltimore, because its outlet would have to be in the Potomac river.

Philip E. Thomas, who was the State Commissioner in the Chesapeake & Ohio Canal Company, resigned his position, and in connection with George Brown, son of a distinguished merchant, Alexander Brown, devoted himself to a scheme for the construction of a railroad.

Such a plan in these days would arouse no great interest. But the initiative and foresight of the men who talked of railways then may be comprehended when one reflects that at that time railroads of any sort were in a state of infancy and steam railroads were almost unknown. There were some experiments being made in England with horses as motive power, but they promised little. So young, indeed, was the idea of a road of metal rails that a question then being debated was whether it would be better to use horses, a steam stationary engine or the newly invented moving engine as the tractive force.

Despite this, Messrs. Thomas and Brown saw with eyes of prophets the wonderful changes that have been wrought in travel by the use of the railroad, and they energetically went to work to infuse into others of their community some whit of their enthusiasm. They collected and carefully studied every bit of information they could obtain in relation to the experiments in England, and became more and more convinced that they held in their hands the solution of Baltimore's commercial problem.

Then, on February 12, 1827, Mr. Brown called a meeting of 25 influential citizens, in addition to Mr. Thomas and himself, to "take into consideration the best means of restoring to the city of Baltimore that portion of the Western trade that has lately been diverted by the introduction of steam navigation and by other causes."

William Patterson presided at the meeting and David Winchester acted as Secretary. Mr. Thomas and his host laid before the assembly all the information they had gained. The result was that a committee was appointed to investigate the matter, to obtain such additional information as they could find, and to make a report at the next meeting, which took place on the succeeding Monday, February 19. The committee consisted of Messrs. Philip E. Thomas, George Brown, Benjamin C. Howard, Talbot Jones, Joseph W. Patterson, Evan Thomas and John V. L. McMahon.

The report which was presented at the next meeting comprised thirty-four closely written pages. It was presented by the chairman, Mr. Thomas, and was a masterly document.

After presenting the duty of Baltimore to complete the tidewater canal, which would make secure the trade of the Susquehanna and its tributaries, it said:

"But, important as this trade is to Baltimore, it is certainly of minor importance when compared to the immense commerce which lies within our grasp to the West, provided we have the enterprise to profit by the advantages which our local situation gives us in respect to that trade. Baltimore lies 200 miles nearer to the navigable waters of the West than does New York, and 200 miles nearer to them than Philadelphia, to which may be added the important fact that the easiest and by far the most practicable route through the ridges of the mountains which divide the Atlantic from

the Western waters is along the depression formed by the Potomac in its passage through them.

"Taking then into consideration the advantages which those important circumstances offer to Baltimore, in regard to this immense trade, we again repeat that nothing is wanted to secure a great portion of it to this city but a faithful application of the means within our own power.

"The only point from which we have anything to apprehend is New Orleans. With that city, it is admitted, we must be content to share this trade, because she will always enjoy a certain portion of it in defiance of our efforts; but from a country of such vast extent and whose productions are so various and of such incalculable amount there will be a sufficient trade to sustain both New Orleans and Baltimore, and we may feel fully contented if we can succeed in securing to ourselves that portion of it which will prefer to seek a market east of the mountains.

"Of the several artificial means which human ingenuity and industry have devised to open easy and economical communications between distant points, turnpike roads, canals and railroads have unquestionably the advantage over all others. When turnpike roads were first attempted in England they were almost universally opposed by the great body of the people; a few enterprising citizens, however, succeeded after a severe struggle in constructing them. The amount of traveling was then so limited that this means of transportation was found abundantly sufficient for all the exigencies of the then trade of that country; in a time, however, so great was the increase of commerce there (and which increase in a great measure resulted from the advantages these roads afforded) that even the turnpikes were found in a short time insufficient to accommodate the growing trade of the country, and the substitution of canals, in the place of the roads, was the consequence in every case where the construction was possible.

"It was soon ascertained, however, that in proportion to the increase afforded to trade by the canals in England was the increase of the trade itself, until this means of communication was actually, in the more thickly settled portions of the country, found insufficient for the transportation required.

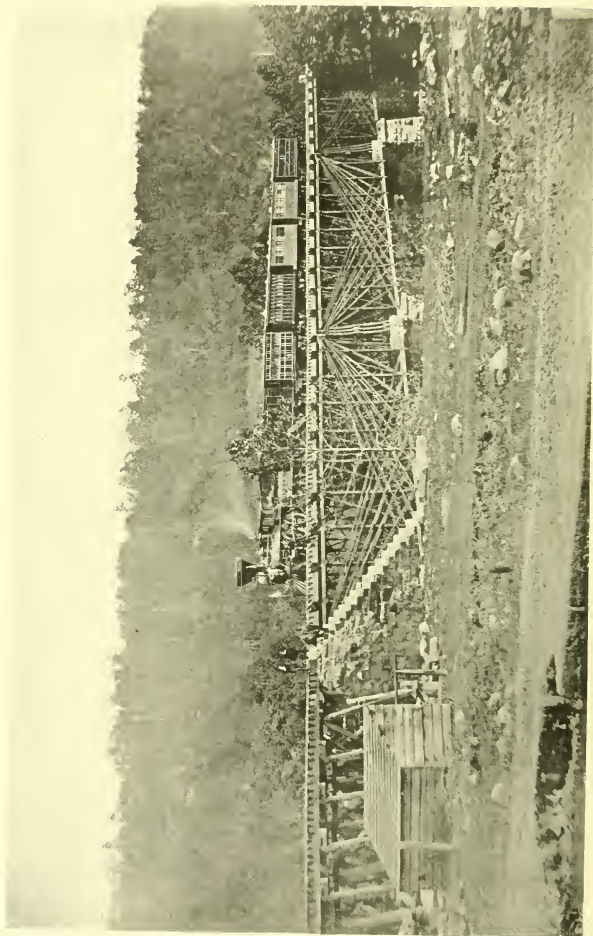
"Railroads had, upon a limited scale,

been used in several places in England and Wales for a number of years, and had, in every instance, been found fully to answer the purposes required, as far as the experiment had been made. The idea of applying them to a more extended scale appears, however, only recently to have been suggested in that country; but, notwithstanding so little time has elapsed since the first attempt was made, yet we find that so decided have been their advantages over turnpike roads, and even over canals, that already many miles of them are actually completed or in the train of rapid progress in Great Britain, and that the experiment of their construction has not in one case failed, nor has there been one instance in which they have not fully answered the most sanguine expectations of their projectors. Indeed, so completely has this improvement succeeded in England that it is the opinion of many judicious and practical men that these roads will, for heavy transportation, supersede canals as effectually as canals have superseded turnpike roads."

It must be remembered that the railroads mentioned in this report were not steam railroads, but roads upon which cars were drawn by horses.

From this beginning then came the Baltimore & Ohio Railroad, undertaken to combat the rivalry of New Orleans and to keep New York from surpassing Baltimore in commercial greatness. A committee, of which Charles Carroll of Carrollton was chairman, was appointed to procure from the State Legislature articles of organization, and John V. L. McMahon was appointed to draw up the necessary instrument of incorporation. The company was duly organized on April 24, 1827, and a board of directors, of which Philip E. Thomas was chosen president and George Brown treasurer, was elected.

It is not worth while to follow the history of the railroad further. From this point it fought against many difficulties until, in 1857, upon the completion of its Northwestern branch, simultaneously with the other two roads mentioned, it considered its work completed. Mr. Thomas Swann had become president of the road in the course of the intervening years. It is interesting to note that the Washington branch had been completed twenty-two years before. The entire cost of the railroad up to the year of the "great celebration" had been more than \$31,000,000.



THE GREAT RAILWAY CELEBRATION OF JUNE, 1871. THE SPECIAL TRAIN.

This photograph is one of a series of the first made by wet plate process.

All the real estate in Baltimore city at the date of its inception, thirty years before, was worth \$4,000,000 less than this, or \$27,000,000. This gives some idea of the magnitude of the operation.

STRAIGHT TO ST. LOUIS.

The Marietta & Cincinnati Railroad was organized in 1847. It had about 200 miles of track, which ran in almost a straight line from one to the other of the two cities from which it took its name.

Although the project had been "in the air" for ten years or more, the charter for the Ohio & Mississippi Railroad was not obtained until 1848.

It is needless to go into the details of the evolution that had taken place in railroad-ing since the beginning of the Baltimore & Ohio, and latterly its two companies, and its happy completion. It is sufficient to say that the worth of the steam engine had been triumphantly demonstrated. Engines at this time were in use that attained the "remarkable speed" of thirty miles an hour on an especially favored bit of track, and the electric telegraph had been applied as an experiment on the Baltimore & Ohio.

The style of the cars, too, had been changed from the clumsy stage-coach-looking arrangements that had been first used to the ordinary two-truck car, with which in its improved form we are to-day familiar. The airbrake had not come into existence, but a most ingenious friction-brake had been invented and applied by Ross Winans, of Baltimore. It is interesting to observe that almost all the improvements in early railroading originated in this city and were first demonstrated on the tracks of the enterprising Baltimore & Ohio.

A direct passage from Baltimore to St. Louis being at last possible, it was determined to mark the long-hoped-for conclusion of so much work by a magnificent celebration. The Ohio & Mississippi road took the initiative.

It was arranged that the formal opening of the Ohio & Mississippi road should take place on June 4, that of the Marietta & Cincinnati on the 2d and that of the Northwestern Branch of the Baltimore & Ohio on the 1st of the month. The guests of the three companies could then be taken smoothly along from one road to the other, participating in the hospitality of each on the day of its grand opening.

Invitations from each of the roads were sent out broadcast to public officials and men distinguished in other ways. The following from the Baltimore & Ohio is typical and explanatory:

BALTIMORE & OHIO RAILROAD,
BALTIMORE, May 13, 1857.

To -----

SIR—The Ohio & Mississippi Railroad, uniting Cincinnati and St. Louis, will be formally opened on Thursday, Fourth of June next. The Marietta & Cincinnati Road, which connects Cincinnati with the Ohio river, near the western terminus of the N. W. Va. Branch of this company's road, will also be opened on Tuesday, 2d of June.

It is proposed to celebrate at the same time the opening of the branch road of 104 miles in extent—which unites the Baltimore & Ohio line at Grafton (100 miles east of Wheeling), with Parkersburg on the Ohio (96 miles below Wheeling), and which forms an important link in the direct line between Baltimore and Cincinnati and St. Louis.

You are respectfully invited to make one of the company on this occasion, and to participate in the joint incidents and ceremonies attendant upon the trip.

The party embraced under this invitation will leave Washington at 6 a. m., or Baltimore at 6:45 a. m., on Monday, June 1st, and reach Cincinnati on Wednesday morning. On Thursday the Ohio & Mississippi trains will start at an early hour for St. Louis, going through upon the same day.

It is necessary for us to know before Monday, 25th instant, whether or not you will accompany us. The invitation is not transferable. Your acceptance in writing of this invitation will be followed by your receipt of the tickets required to pass you through, and upon your return.

On behalf of the Committee of Arrangements, of the Board of Directors,

W. P. SMITH, etc.,

Altogether, nearly 1,000 guests were invited by the three roads.

MANY DIGNITARIES INVITED.

In addition, President James Buchanan and his Cabinet, the various foreign Ministers in Washington, Governor Wise, of Virginia, and his official family and other distinguished men were invited to help make up the party.

A great many of those invited found it possible to attend. President Buchanan, however, was obliged to cry off the invitation for himself, though members of his Cabinet were present. Out of the thousand and more invitations sent to all parts of the country it is probable that 900 or more were accepted.

The day of the beginning of the celebration dawned in the course of time, but,

alas, it was rainy. This was not sufficient, however, to dampen the spirits of those who had contracted to go. A large and jovial crowd filled the rooms of the half-complete Camden station and impatiently awaited the formation of the train which was to carry them on the first third of their journey.

"The Independent Blues," a crack band of Baltimore, had been engaged and under the direction of "Professor" Holland discoursed music that did much to keep all in the best of holiday tempers. At last the train backed up at the platform under the insistence of "the magnificent new iron horse" of the Baltimore & Ohio and to the cheers of a crowd and the inspiring strains of the "Independent Blues," the grand expedition was finally started.

At the imposing rate of thirty miles an hour the excursionists steamed on, making their first stop at Washington Junction, now Relay. The Hon. Lewis Cass, Secretary of State; M. de Sartiges, the French Minister Plenipotentiary at Washington, and his suite; the Hon. George Wells, of the Maryland Senate; President Chauncey Brooks, of the road, with nine directors, and John T. Crow, of the Baltimore Sun; E. G. Dill, of the Washington Union; Thomas D. Sultzer, of the Baltimore Patriot; H. H. Young, of the Baltimore Republican; J. R. Thompson, of the Southern Literary Messenger, and other distinguished journalists of the stirring times of the latter fifties, were taken on board.

The excursion now proceeded. The next stop was at Harper's Ferry, reached about four hours after starting, where a delegation of sixty persons from the North came aboard. Then the train proceeded to Martinsburg, where at 11 o'clock, luncheon was served.

Martinsburg was left behind about an hour later and nothing further of interest transpired until Cumberland was reached nearly two hours afterward, where dinner was served. Mayor Tucker here had made liberal provision for the entertainment of guests, extending his hospitality to the Hon. General Cass, Count Sartiges, Chauncey Brooks, Thomas Swann and others of the elite of the party.

Cumberland was left about 3 o'clock and the party was now taken through that mountain region lying east of Grafton, the terminus of the first part of the journey.

The mountain scenery at this point particularly impressed the party. "Magnifique! Zere is nozzing like zis in ze France," Ambassador Sartiges, carried away by his feelings, is reported to have cried as the train wound in and out.

The genius of B. H. Latrobe, who superintended the construction of the road and by whose engineering ability the practicability of mountain railroading was first proved, received full discussion. Confident predictions were uttered that the little town of Oakland would some day become a favored watering place. And further on, at a particularly inspiring view of the mountains, the train stopped; the "Independent Blues" played "Love Not" with intense emphasis and the excursionists indulged in admiration.

Grafton was reached without further incident about 9 o'clock, and here, after quarters had been assigned and a serenade from the ever-ready "Blues" had been heard, the tired excursionists lost in slumber the thoughts of the first day of their junketing.

The trip from Grafton to Parkersburg the next day was carried through without mishap, the party starting at 6:00 a. m., and traversing the 104 miles of road by 10:30 o'clock.

From Parkersburg the party was conveyed in steamers up the Ohio to Marietta, a short distance, where the trip over the Marietta & Cincinnati road was to be commenced. All Marietta had turned out in honor of the excursionists. It had been declared a public holiday and the whole population from Mayor to common drudge was on the banks to bid all hail to the two boats as they came up the river side by side. Cannon boomed, and Governor Chase, of Ohio, made a speech of welcome to the tourists.

The Governor spoke for half an hour or more, referring to his great pleasure in welcoming the distinguished travelers to his home and bidding especial greeting to General Cass, who here, as throughout the rest of the trip, came in for especial honors, being Western born.

"There you may pause," said the Governor, concerning the stop in Cincinnati, "but the railroad, the locomotive and the telegraph, iron, steam and lightning—the three mighty genii of modern civilization—still press on, and I venture here to predict

it will know no lasting pause until the whole vast line of railway shall be complete from the Atlantic to the Pacific—from Baltimore to San Francisco." [Applause.]

SPEECHES AND CHEERS.

To this address General Cass made a reply. Nathaniel Cox, in the absence of Governor Thomas Watkins Ligon, spoke in behalf of Maryland. Fayette McMullen then made a speech, Noah L. Wilson, of Chillicothe, Ohio, spoke, and at last Thomas Swann, of Baltimore, expressed his pleasure at being where he was in a 20-minute oration. Much refreshed, then, the tourists made their way to the cars on the Marietta & Cincinnati road and pressed on to Chillicothe, where a stop was to be made for the night.

During the run from Marietta to Chillicothe, which consumed five hours—from 2 until 7 o'clock—the hand of B. H. Latrobe was seen again in the masterly solution of some of the engineering problems which had been encountered by the road. Chillicothe was reached in the evening and was found in a furor of anticipation.

A parade had been arranged, and to the enlivening strains of the Chillicothe Band the excursionists disembarked and entered the carriages provided for them. Mayor Adams, of the town, made a speech. Benjamin Eggleston, of Cincinnati, responded. The tired sojourners from this city took no part in this part of the program. The parade was entered into with whole-souled zest and carried out with acclaim. By midnight the tired travelers were abed and probably asleep.

The start the next day, Wednesday, was made at a somewhat later hour than had been those on the days preceding. At 9:00 o'clock the trainload pulled out from the station in search of Cincinnati. It was found at about fifteen minutes after 1:00 o'clock that afternoon.

The Mayor of the town, with a brass band and the City Council, was on hand to welcome the strangers. He did so in a 15-minute address. The president of the City Council followed suit, and then Thomas Swann, of Baltimore, expressed the pleasure of the visitors at being where they were. Then the party was escorted by the Fulton Continentals, the Guthrie "Greys," the band and the Baltimore "Blues" to the Burnet House, where the most imposing festivities yet seen, were commenced.

The entrance to the Burnet House was found completely blocked by a crowd of persons who vociferously called for General Cass. After a way had been cleared and the guests had at last been deposited in the hotel the General appeared on a balcony and expressed his pleasure at seeing his old friends again.

GENERAL CASS DRENCHED.

During General Cass' speech, a delegation of Westerners from St. Louis arrived and made their presence felt by loud and long cheering. At its conclusion, Thomas H. Wesner, of the City Council, spoke; George R. Taylor spoke, Louis B. Parson spoke, and then an adjournment was made for dinner.

At night arrangements had been made to demonstrate the city's remarkable fire department, which was the first efficient corps of this sort organized in the United States. The market place was selected as the place to rally, and at a given alarm the fire engines pulled in from various directions, with sparks flying from their smokestacks and the straining horses making quite an imposing appearance.

The streams of water from the long hose were directed upon the roof of the market building. In the enthusiasm of the moment one jubilant Cincinnati lost his hold on the nozzle and the result was a full stream of water directed for a moment upon the carriage wherein sat General Cass. The General rose in dripping garments and bowed. The people cheered. The celebration was finished for the night. There was no more speechmaking.

The trip to St. Louis continued the next day on the tracks of the Ohio & Mississippi Railroad. Everything passed off without accident and the excursionists received a royal welcome in the city upon the Father of Waters.

MR. WHYTE'S SPEECH.

That night a grand banquet had been organized and a series of toasts was responded to, in which William H. Travers and William Pinkney Whyte, now Senator, of Baltimore, distinguished themselves. Mr. Whyte's toast was "The Ladies," and he spoke in a romantic vein. Among other things, he said that "a house unlighted by them is but a furnished sepulchre." This

not being sufficient, he turned to the galleries with a bow and recited a bit of verse. It went as follows:

As unto the bow the cord is,
So unto man is woman,
Though she bends him, she obeys him;
Though she draws him, yet she follows—
Useless each without the other.

[Great applause, especially from the galleries.]

The next day was given to celebrations of all sorts, and then the grand affair reached its conclusion. During the day the Baltimore Blues gained credit by serenading various prominent citizens of St. Louis, to whom they were especially indebted for hospitality. In the evening they gave a concert, which was largely attended. This completed Baltimore's contribution to the enjoyment of that day.

THE CELEBRATION HERE.

Having received such generous treatment and boundless hospitality in the West, it is no wonder that the citizens of Baltimore, themselves noted for open-handed qualities, should desire to in some way relieve themselves of some part of the weight of obligation they felt resting upon their shoulders. Accordingly, there was conceived a second journey from the West to the East. The following letter from Chauncey Brooks to the Mayor of St. Louis sufficiently explains it:

PRESIDENT'S OFFICE,
BALTIMORE AND OHIO RAILROAD CO.

BALTIMORE, July 6, 1857.

HON. JOHN M. WIMER, MAYOR OF ST. LOUIS:

Sir—This company, as a faint acknowledgment of the generous manner in which the authorities and citizens of St. Louis welcomed its representatives upon the occasion of the late celebration of the opening of the Ohio & Mississippi Railroad, respectfully tenders to you, and also through you to the City Council of St. Louis, a cordial invitation to pass over its roads to Baltimore and Washington, at such time as may be best suited to your convenience.

We have the assurance of the intermediate lines of railroad that it will be equally agreeable to them to extend the freedom of their respective portions of the through line which unites us with St. Louis.

It has even been intimated to us that the authorities of Cincinnati propose accepting a similar invitation for the 16th instant.

If agreeable to you and your associates in authority to join them at that time we shall be glad to hear from you at the earliest moment, so that we can promptly make arrangements for the trip.

We have heard very general expressions of desire on the part of Baltimoreans that they may have an opportunity to welcome you to Baltimore, and also are advised that our municipal authorities are likely to add their official civilities in some earnest form. Etc., etc.

In the name of his city and for himself and associates Mayor Wimer accepted. The ball thus having been set in motion and a resolution in the City Council of Baltimore having been passed, Mayor Swann sent by telegraph an invitation to the Mayors of Chillicothe, Cincinnati and St. Louis to be the guests of the city with their associates on the 18th.

At the same time a dispatch of invitation was sent to Governors Wise, of Virginia; Ligon, of Maryland; Chase, of Ohio; Willard, of Indiana; Russell, of Illinois, and Jackson, of Missouri. Governors Wise, Chase and Russell accepted.

Favorable responses having been heard from the three cities, arrangements for the entertainment were pushed rapidly. An executive committee for the city, consisting of Messrs. William J. Albert and Charles M. Keyser and Dr. H. Willis Baxley, assumed charge of affairs, working in conjunction with Messrs. Garrett, Vansant and Turner, the representatives of the railroad.

Although this second celebration was to be by no means so big an affair as the first, since only the officials of the different cities honored were to make the excursion, the most elaborate arrangements were made. A resolution passed in the City Council in preparation for the event gives the order of proceedings for the day. It reads:

On arrival of the visitors at Camden Station, Baltimore, they will be received on the part of the city by the military and other associations that may think proper to unite in the reception. They will parade through the streets, so as to give them a just view of the improvements going on, and which we think are such as to give them a proper idea of our position as a seaport. They will proceed to the hall of the Maryland Institute, where they will be received by the corporate authorities. It will then be late and they will be conducted to their hotels and rest till evening. At night there will be a display of fireworks in Monument Square. On Monday night there will be a banquet at the Maryland Institute, in which it is designed that the citizens generally, without distinction, shall participate.

The visitors, when it became known that they were coming to Baltimore, received invitations from Washington and, through the president of the Philadelphia, Wilmington & Baltimore Railroad, from Phila-

delphia, too. The Bay Line Steamship Company invited them to accept its hospitality to Norfolk, and the authorities of that place accompanied this with an invitation to be their guest for a day. All this was carried out, but the thing of particular interest was their stay in Baltimore.

The guests were met at Relay and welcomed by a committee of Baltimoreans. There they were breakfasted and then brought on to the city, where they were met at the station by carriages.

In these they were paraded around town amid tumultuous applause. All the local military had turned out to do them honor, so with the various organizations of citizens there was formed a very imposing procession. The carriages in which the visitors rode stretched out for more than a mile.

There the visitors were formally welcomed in an address by Mayor Swann. This was responded to by Governor Chase, of Ohio, and then, in behalf of Cincinnati and St. Louis, by Judge Pruden and Mr. George R. Taylor.

After the speechmaking, which consumed the usual long time devoted to such frivolities in those days, the guests were escorted to their hotels. Barnum's was the most favored of these.

There was little doing that night. The next day was Sunday and passed off with serenades and informal hospitality. On Monday night was the grand display of fireworks in Monument Square and the banquet at the Maryland Institute.

The fireworks proved most successful. Various representations of historic scenes in Maryland were shown in pyrotechnic brilliance, and to conclude it all there was a set-piece showing the Battle Monument with the date September 12, 1812, and underneath a flaring "Welcome Cincinnati, Chillicothe, St. Louis." The crowd then adjourned to the Maryland Institute, where the banquet was spread.

THE END OF THE FESTIVAL.

William Pinkney Whyte responded to the toast "Our Country, Our Whole Country and Nothing But Our Country." John W. Garrett rose to answer "Charles Carroll of Carrollton," and Dr. Willis H. Baxley dilated upon "The Prosperity of the Great West." In addition, numbers of the visitors made addresses. It is to be noted that in all of the speeches the subject of politics was scrupulously avoided. It was just be-

fore the outbreak of the Civil War and feeling was already becoming strong.

The galleries were packed at the banquet by hundreds of ladies and citizens. At its conclusion the guests of the evening were escorted to their hotels. The next day they went on to receive the hospitality of places other than Baltimore.

And so ended the "Great Railway Celebration of 1857," surely an incident in Maryland's history of the deepest significance, marking, as it virtually did, the division between the old and the new—between the slow travel and leisurely commerce of the old epoch and the lightning intercourse and frenzied finance of this.

Just to show that our ancestors had good appetites, part of the bill of fare is reproduced:

Green Turtle	SOUPS	Soup a la Julienne
Boiled Salmon	FISH	Lobster Sauce
Boiled Sheephead		White Sauce
Striped Bass, Baked		Genoise Sauce
Chesapeake Bay Mackerel,		a la Maitre d'Hotel
Worcestershire Sauce	RELISHES	French Mustard
Assorted Pickles		
Apple Sauce	Current Jelly	Cucumbers
Olives	Anchovy	
Boiled Ham	Lamb	Spring Chicken
Fillets de Boeuf, Madeira Wine Sauce	ENTREES	
Fetites Pates, a la Rheine		
Sweetbreads, Larded, Gardinere		
Fillets of Veal, Perageaux		
Vol au Vent, a la Financier		
Young Chickens, Maryland Style		
Mountain Oysters		
Roast Saddle of Mountain Mutton	MARYLAND COURSE	
Current Jelly Sauce		
Soft Crabs Fried, Butter and Parsley Sauce		
Soft Crabs Broiled		
Hard Crabs Deviled		
Green Goose, Apple Sauce		
Summer Ducks, with Olives		
Roast Ham, Champagne Sauce		
Stewed Tomatoes	VEGETABLES	Baked Tomatoes
Green Peas		Green Corn
Boiled Potatoes		
String Beans		Boiled Beets
Cymlings		
Ham on a Pedestal, Decorated with Jelly	COLD AND ORNAMENTAL DISHES	
Boned Turkey on a Socle, French Style		
Poulets Truffe, a la Belle Vin		
Boeuf Sale, en Presse		
Lobster Salad, Mayonnaise		Pate of Liver Jelly
Emblem of Commerce	ORNAMENTAL PIECES AND DESSERT	
Punch Cakes		
Vanilla Ice Cream		
Corbeille Renaissance		
Almond Ice Cream		
Pyramides la Amors		Pyramides la Dolphin
Watermelons	FRUITS AND FLOWERS	Apples
Pineapples		Pears
Bananas		Apricots
Raspberries		
Pyramids, Bouquets and Baskets of Flowers		
in every variety		

ON LOVERS' LEAP.

BY GEORGE E. TACK.

Range after range of mountains towering high,
And far away they wrap their heads in mist,
And o'er them tender stoops the quiet sky
That saw their birth ere mankind did exist.

And flowing on, past high-peaked border State,
The fair Potomac's waters curve and run,
Where Cumberland and Ridgely sit and wait
Through gloom and starlit night and radiant sun.

Here on the Lovers' Leap we stand this day
And look far down the valley to Will's creek,
And o'er the Narrows and up to fields away
Where glorious crimson clouds the blue skies streak.

Up near the summit stands with quiet look,
Amid the trees a home for suffering ones;
And o'er the terraced side is many a sheltered nook
Where slow the mountain road upelimbs or runs.

Now as we stand upon this cliff so gray
And see the faroff mountain tops loom high,
We feel the impulse strong to leap and soar away
Like soaring eagles circling up the sky.

Sweet-faced and flushed, bright in its garments green,
The pretty laurel looks up to the sky,
Or purely white the blossoms fair are seen:
We pluck the mountain blooms while passing by.

Now from the Leap we make the straight descent
Down to the Narrows, where the great rocks show
That ages past their mighty mass was rent
By warring storms, which hurled them fierce below.

Vale! to the mountains and their cliffs so high,
That stand like Titans, brave for aye and aye;
Vale! to the Leap, which looms up 'gainst the sky;
Vale! happy scenes, till some fair future day.

A DAUGHTER OF VIRGINIA.

BY CHARLES L. SHIPLEY.

WITH the opening and progress of the Jamestown Exposition, and its attendant galaxy of momentous events that it celebrates in its commemoration of three centuries of the toils, sorrows, misfortunes, and the final triumphs and glorious achievements of the Anglo-Saxon race, there appears before our vision, upon the far-off borderland of memory, the spirit form of one who should be remembered by every American—the little Indian girl—Pocahontas—who has indelibly stamped her life and character upon the pages of our early colonial history.



POCAHONTAS—A DAUGHTER OF VIRGINIA.

A child of nature, just budding into young womanhood, when the first attempt at settlement was made in Virginia, she was thereafter inseparably linked with the life and fortunes of the colonists, until her heart was won by the "pale-face lover"—John Rolfe.

The narrative of her saving the life of Capt. John Smith, is one that should be familiar to every scholar, and although it has been a subject of controversy, and several iconoclastic authors have endeavored to say this vivid event never occurred, but was only one of the many of Smith's romantic legends that embellishes his "General History of Virginia," it is not our

intention to make the same a subject of controversy.

We merely pause here long enough to relate briefly the description of an eminent writer of the past on the subject: "On his arrival (at the village of Powhatan, after his capture by Opecancanough, a brother of the sachem) Smith was feasted in the best manner and then formally condemned to death, by having his head crushed by a war club in the presence of the king. He was dragged to the fatal spot, his head was on the stone, and the club raised to deal the blow of death. It was at this eventful moment that the truly interesting Pocahontas first appeared in the form of a saving angel.

"Smith had been condemned agreeably to the long established custom of the savages. This truly brave man, who had encountered death in a thousand forms, now bound, prostrate, and surrounded by the grim and solemn visages of savages, the club raised to sever him from life, all earthly hope extinct, was no doubt recommending his soul to the Being who gave it—when the up-lifted arm of the destroyer was arrested by a young and beautiful girl, the daughter of the king, who, with eyes flowing with tears, flew to the spot and clasped the body of Smith. She raised her heavenly streaming eyes upon her father; the appeal was irresistible, the hand of the murderer was stayed, and Smith was saved."

If this narrative be true, there is nothing in the transaction that was dishonorable to Powhatan, his family, council, or nation. It does not appear that any attempt was made by a single individual to prevent the exertion of mercy implored by Pocahontas; but it does stand on record, from Smith himself, that Nantaquas, the brother of Pocahontas, contributed all in his power to aid his beloved sister in her humane interference.

Let the subject be as it may, from this date forward we see the young girl acting as a guardian angel for the infant colony.

It is now the year 1609, and a regular well-concerted and secretly conducted design is formed at this period by Powhatan to surprise and destroy the colony.



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THE MARRIAGE OF POCAHONTAS.

From an old print.

Smith is disabled by an explosion of gun-powder, and everything seemed to threaten the destruction of the English, when they were again saved by a second interference of Pocahontas. Being then about fifteen years of age, and learning the intentions of her father, she set out in the night, in the midst of a terrific thunder storm, and making her way through the forests, guided only by the flashes of lightning, arrived at the little settlement, and with tears warned the settlers to be on their guard.

We now approach the culminating romance, and the year 1613 is shamefully memorable in the history of Virginia by the underhand capture of Pocahontas. She was purchased by a Captain Argall from a tribe she was visiting for a copper kettle. She was dragged to Jamestown, an infamous and cowardly act, perpetrated in order to act upon her father. The effect was in some measure gained. Powhatan sent his brother and two of his sons to the English settlement in order to regain his beloved daughter. The negotiations were not favorable, and Powhatan prepared for war, and this was only prevented by a very natural incident that happened at this juncture of the controversy.

An attachment had sprung up between the dusky princess and a young gentleman of the name of John Rolfe.

The circumstance was communicated to the Governor, Sir Thomas Dale, by Mr. Rolfe, and by Pocahontas to her beloved brother Nantaquas, who both willingly assented to the intended union.

Messengers were dispatched to Powhatan, who also gave his consent, and the young and lovely Pocahontas was married to Mr. Rolfe in the presence of Sir Thomas Dale, her uncle and two brothers.

This connection, that was of vital importance to the infant colony of Virginia, contributed but little to her own personal happiness.

The innocent, devoted and loving Indian girl was taken to England by her husband, was introduced at the fastidious court of James I., and met in civilized life some kindness, "but more of idle curiosity."

She was baptised by the name of Rebecca, and introduced within the pale of Christianity, the ceremonies of which were all she had to learn; its genuine spirit was infused into her heart from infancy.

"Every act of her life was an imitation



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POCAHONTAS SAVING THE LIFE OF JOHN SMITH.
From an old print.

of her heavenly master, while the native elegance of her mind," says Burke, the historian, "was delighted at the fortunate transition, from the coarse and licentious manners of her former state, to the delicate and decorous restraints of social life. She lived in the midst of refinement unalloyed by the vices which debase its value, presenting a solitary but honorable example of artificial decency superadded to native virtue.

"Such at the court of London was the princess of Powhatan; such was she when Captain Smith paid her a visit at Brentford, whither she had retired with her husband, to avoid the smoke and the noise of the city. She had been told (for what reason history does not inform us) that Smith was dead, and now seeing him at once in her presence, overcome by the conflicting emotions of joy and resentment, at the imposition which had been practised on her, she turned away from him and hid her face with her hands. After some entreaty she conquered her emotion, and with a mixture of firmness and tenderness, she addressed him in the following words:

"You," said she, "promised my father that whatever was yours should be his, and that you and he would all be one. Being a stranger in our country you called Pow-

hatan father, and I for the same reason will now call you father."

In vain Smith represented the absurd and jealous pride of the court as a reason for declining this grateful and honorable title. She continued in a more emphatic tone:

"You were not afraid to come into my father's country and strike a fear into every heart but mine; and here are you afraid that I should call you father? I tell you that I will call you father and you shall call me child—and so I will be forever of your kindred and country. They always told us you were dead, and I knew not otherwise until I came to Plymouth. But Powhatan commanded Tomocomo to see and know the truth, because your countrymen are much given to lying.

"The character of this interesting woman," says Burke, "as it stands in the concurrent accounts of all our historians, is not, with confidence affirmed, surpassed by any in the whole range of history; and for those qualities especially which do honor to our nature, a humane and feeling heart, an ardor and unshaken constancy in her attachments, she stands almost without a rival.

"At the first appearance of the Europeans her young heart was impressed with

admiration of the persons and manners of the strangers. But it is not during their prosperity that she displays her attachment. She is not influenced by awe of their greatness or fear of their resentment in the assistance she affords them. It was during their severest distresses, while their most celebrated chief was a captive, and was dragged through her country as a spectacle for the sport and derision of her people, that she places herself between them and destruction.

"When a conspiracy is formed for the extermination of the English, she eludes the jealous vigilance of her father, and ventures at midnight, through a thousand perils, to apprise them of their danger.

"But in no situation does she appear to more advantage than when disgusted with the cold formalities of a court, and the impertinent and troublesome curiosity of the people, she addressed the pathetic and feeling remonstrance to Captain Smith, on the distant coldness of his manner. Briefly she stated the rise and progress of their friendship. Modestly she pointed out the services she had rendered him; concluding with an affectionate picture of her situation, at a distance from her country and family, and surrounded by strangers in a strange land."

Such is the vivid tribute paid to this daughter of nature by an early historian. It may be overdrawn in some respects, but its romantic wording appeals strongly to

the senses of the reader in describing the life and character of our subject.

To record the death of this woman, Mr. Burk considered the last sad office of his sketch, but in this we think he has committed an error. A more solemn task remained, and that was to record the base ingratitude of the man whose life she contributed so much to prolong—Capt. John Smith.

We have only to record her death and close our article. She died at Gravesend, England, in 1617, at the age of twenty-two. When taken ill she was preparing to embark with her husband and son to return to Virginia. Her death was a happy blending of Indian fortitude and Christian submission, "affecting all those who saw her by the lively and edifying picture of piety and virtue, which marked her latter moments."

From her son, Thomas Rolfe, some of the most distinguished families of Virginia trace their descent, among them being that of John Randolph, of Roanoke, the brilliant but eccentric statesman.

The great international celebration that commemorates the events of three centuries of our existence as a people in the New World, should, throwing aside all senseless controversies concerning this remarkable Indian woman, be the means of having erected to her memory some durable memento that would perpetuate her life and character for the centuries of the future.



KEEPING THE BALTIMORE & OHIO IN REPAIR IN WAR TIME WAS A TASK FOR HERCULES.

BY W. E. PORTER, IN BALTIMORE "SUN."

[Superintendent of Construction of the Baltimore & Ohio during the Civil War.]

THE first disturbance of the Civil War along the line of the Baltimore & Ohio Railroad occurred some time in May, 1861, when Colonel Porterfield, a Confederate officer, came to Grafton with about 3,000 troops. He detailed a squad of soldiers to go west to Buffalo Bridges, about forty miles from Wheeling, on the Baltimore & Ohio road, and burn the bridges in order to prevent Federal troops from coming to Grafton.

At this time I was Superintendent of Construction of the road, so I applied to Colonel Porterfield for permission to go and gather up the debris of the burned bridges. I received orders to gather up the debris but not to rebuild. Upon reaching the burnt bridges, however, I met Colonel Kelly of the First West Virginia, and Colonel Irvin, of the Sixteenth Ohio, and received their orders to rebuild at once, which I did.

As soon as the bridges were completed both regiments marched to Grafton and remained there one day while Colonel Porterfield fell back to Philippi, about sixty miles from Grafton, in Tygart's Valley. Kelly and Irvin, reinforced by McClellan and Landers followed him up and surprised him and his soldiers early in the morning while they were eating breakfast. They all got away, however, except one man named Sims, who shot Colonel Kelly in the shoulder, and who was taken prisoner, but was afterward pardoned by Kelly.

Colonel Kelly was confined to his hotel for several months as the result of this injury, and upon his recovery was made major-general. The Confederate General Johnson was occupying Harper's Ferry at the time of this raid and Colonel Porterfield was ordered there, but the order was countermanded and the Colonel took to the country. As soon as Kelly was made major-general Capt. George W. Harrison was appointed quartermaster for that division and followed Kelly up in all of his movements.

Shortly after this came the first battle of Bull Run. Colonel McDonnell, Confederate officer, marched near Keyser and

destroyed the twenty-first bridge, just after General Wallace had passed over it with his regiment of Zouaves, going to Cumberland. Later on all bridges east of Cumberland were destroyed.

On July 9 Colonel Wallace had an encounter with the Confederates at Monocacy Junction. Then came General Jones, Confederate, with his cavalry raid through West Virginia. He burned the bridge at Oakland and went on to Fairmont, where he destroyed an important bridge 615 feet long of iron structure. From there he went to the Parkersburg branch, where he destroyed nearly all the bridges. At Bridgeport he captured Thomas Armstrong and nineteen carpenters and took them to Richmond, where most of them remained as prisoners throughout the war. Jones' cavalry also burned the woodwork out of tunnel No. 18, causing it to fall in and requiring forty days' work to get it open. The railroad had all these bridges rebuilt as rapidly as possible and then set about replacing bridges east of Cumberland. When we reached a point called Back Creek, ten miles from Martinsburg, we found that the track from there to Kearneysville, a distance of twenty-seven miles, had been torn up and carried away by the Confederates.

It was during the rebuilding of this section of the road that I received a telegram from John W. Garrett telling me to "rush the work and spare no expense, as the road was worth \$10,000 an hour to the company." When this piece of work was completed the track was open from Baltimore to Wheeling and was used by Federal troops. Some months after this the Confederates took charge of Martinsburg, tore up the same track, burned the ties and bent the rails so they could not be used. About six months later the Baltimore & Ohio undertook to replace this piece of road, and had got within two miles of Martinsburg, when Banks was defeated by Jackson, and the Federal troops retreated across the line into Maryland, causing the work to be abandoned for about one month, after which it was completed.

That was the last rebuilding of any importance on this part of the road, as the war swept on into other sections of the country. To give an idea of the amount of work accomplished during this period ten bridges and one tunnel were rebuilt on the Parkersburg branch and thirteen bridges on the main line, some of which were rebuilt two or three times. My chief assistants in this work of bridge repair were George W. Cromwell, Bryan Healy, William Allee, John Harman and George Crofton.

In the early part of the rebuilding of the road I received a telegram from John W. Garrett ordering me to report to General Landers, at Patterson's Creek, where he had his headquarters at that time. A colonel of his staff took me at once into a large room where the General, surrounded by his staff, was examining maps and discussing plans to surround Romney, which was held by General Loring with 16,000 Confederate troops. I overheard this conversation before the General perceived me.

Finally someone called his attention to me and he advanced toward me, demanding fiercely, "What in — are you doing here?" Upon my replying that I had been brought in by a colonel the General said: "That's all right, so far as you are concerned, but damn the colonel."

After this he ordered me to build platforms for the moving of artillery and cavalry by the night set for the raid upon Romney. The platforms were built, but when General Landers and his troops reached Romney, Loring and his 16,000 Confederates had vanished and the Federals came back disappointed.

As it afterward leaked out, General Landers attached some suspicion to me on account of my having overheard his plans and thought I might have given the Confederates warning. Needless to say, this suspicion was unfounded. Several weeks later I received another order to report to General Landers. I did so and received instructions to begin to open the road. Under the protection of a major and 20 soldiers we went out to make measurements for bridges, but arrived so late in the day as to necessitate our remaining over night. The major promised to return the following morning (Sunday) with an engine to take us back, but he failed to appear until evening.

On my return I was met by an orderly, who told me the General desired me to

come up and get my supper and then report to him. After supper I went out on the porch, where I was soon joined by the General. He opened the conversation by saying, with an oath, "Why did you stay out of our lines last night?"

"I did it with the major's consent and thought it of no importance."

"Were you not in my office three or four weeks ago?"

"I was."

"By —, I thought so. Good evening."

"Good evening, General."

And I was very glad to get away, for the General measured six feet four inches and was large in proportion, with 5,000 men back of him.

After this I came to Baltimore, but Mr. Garrett advised me to go back at once, as the road was about to be opened, and gave me a letter to General Landers.

By that time the General had moved his headquarters from Patterson's Creek to Paw-Paw. He was not well at that time; nevertheless he received me and told me that Colonel Sheets had burned my trestlework at Patterson's Creek, but that he blamed himself for not leaving troops to defend the place. He wished it rebuilt at once and said he would pay the bill. I proceeded to the place, found the damage not so great as reported and made the repairs in about 10 hours, then telegraphed to the General: "The road is now open and no charge to you," which pleased him mightily. He had experienced a great deal of difficulty in getting engines and cars to transport his troops and supplies. Mr. Quincy, with a letter of introduction was sent up from Baltimore to remedy this. General Landers said: "Mr. Quincy, I haven't met a man on your road that's worth a damn but your Superintendent of Construction, and he's a damned rebel, but I don't care for that."

Landers was ill at this time and died shortly afterward, and Shields was put in command. He removed to Winchester and the railroad force went on with repairs.

Shields, Milroy and Siegel were all defeated in turn by General Jackson, who some time after that whipped Banks.

After the road had been successfully opened Mr. Garrett telegraphed for me, and made me a present of \$700. On the way back I was traveling with Henry G. Davis, when the train was seized by Con-

federates under Gilmor, thrown off the track, and the passengers searched and robbed. I had \$736 in my boot, and Davis had \$1,500 on his person, while another passenger—Thomas Kerr, owner and superintendent of a coal mine, had \$14,000 with him to pay off his men, \$8,000 of which was in his overcoat pocket and \$6,000 under his pillow. Hearing the soldiers coming, I sat up on the edge of my berth, pulling on my boots. One of the men stopped me, saying: "Stop! Take off those boots! Have you been searched?"

"Yes, sir," I replied in a trembling voice.

At the same time Kerr, near by, was pretending to cry, saying he was a ruined man, and the soldier, thinking we had all been robbed, went and left us.

Davis and I then made our way out and escaped just as the passengers were being taken out to be researched. Kerr was less fortunate, for as he came out with his overcoat on his arm a Confederate said, "I'll take that overcoat," and take it he did, with \$8,000 in the pocket. Davis and I stopped a freight which was following the passenger train, and made them turn back and take us to Harper's Ferry, a distance of 20 miles, to General Sullivan's headquarters. Through the negligence of the guards we got clear into the General's bedroom without being challenged, and woke him up.

"What are you doing here, and how did you get in?" he demanded.

"Walked in," was the reply.

"Didn't the pickets stop you?"

"No."

We then told him of the hold-up and he ordered out some soldiers and went in the "Ironclads" to the scene of the wreck, but the Confederates had taken their booty and fled without damaging the train. After this experience Mr. Davis and I turned our money over to General Sullivan to put in his safe.

From time to time many small raids were made on the road by Confederates. Early one morning my wife and I were traveling from Grafton to Piedmont, when at Bloomington the train was brought to a standstill by a convoy of burning freight cars ahead. The train was captured by a band of seven Confederates, all mounted. There were thirty or forty in the party, but only seven at Bloomington. There were on board the train 104 Federal troops with-

out ammunition. One of the Confederates—a big, rough, double-fisted man—sprang into the car and called for the commander of the Federal troops. Their Captain jumped up and said he was the commander. The Confederate pointed a pistol at him and asked if he would surrender.

"To whom do I surrender?"

"To General McNeal."

"What are your forces?"

"Three thousand men. We have taken Cumberland, Keyser and Piedmont, and we have burned Piedmont," and the smoke could be seen from the car windows. In this position the Federal captain must either surrender or be shot—and he surrendered. He and his men were ordered out in single file, and as each man passed from the train his gun was taken from him, the muzzle struck over the edge of the platform and the gun thrown aside.

The passengers were marshaled over to the West Virginia side and paroled. My wife and I went to a private house, near by, and remained there. Between forty and fifty carloads of wheat were burned and the passenger train was run up on the bridge and burned. The Confederates had not more than thirty or forty men, had not taken Cumberland or Keyser, and had only burned the shops at Piedmont.

About fifteen years later, while on the West Virginia Central Railroad, in a store at Fairfax, where some war stories were being told, I related the foregoing incident, and in speaking of the bravery of the first man to board the train called him "a big, double-fisted son of a gun." When I had finished my story a big, brawny man in the back of the store stepped up and said, "Well, stranger, you told that story very well. It's all true but one thing—I'm that man and I'm no son of a gun."

"Very well," said I, "we'll cut that part out," and many a time afterward we met on the road, always with a hearty handshake. This man's name was Woodring.

A month after Gilmor's hold-up at Harper's Ferry Colonel Mosby, the great Confederate cavalryman, captured a train within a mile of the same place, robbed five paymasters of a large amount of money, secured the gold watches and money of all the passengers, and then burned the train.

One of the incidents of the war was the capture of Generals Kelly and Crook by a handful of Confederates, while the Federal

troops under these two generals were occupying Cumberland. One night ten or twenty Confederates, under Jim Dailey, deceived the pickets, got through the lines disguised as Union soldiers, entered the hotel where the generals were stopping, and succeeded in capturing them and taking them away on horseback before the alarm was given. They were taken to Richmond as prisoners but were afterward exchanged. Jim Dailey took charge of General Crook on this occasion, and it is worth while to note that Crook became Dailey's brother-in-law after the close of the war, though at that time he had never met Miss Dailey. She was a great Southern woman and was threatened with being sent across the lines on account of her strong feeling.

At one time during the war Colonel Kane (brother of the Arctic explorer) occupied Keyser with 1,000 "Bucktails." These soldiers were from Pennsylvania and wore caps made of squirrel skins, with the tails left on, from which they got the name of "Bucktails." Kane was occupying Colonel Armstrong's fine brick residence. Early one morning a party of Confederate cavalry came in, not knowing the Union soldiers were there, when the "Bucktails" fired upon them from the building and killed eight or ten of them on the spot. I arrived on the scene with Alexander Diffy, Supervisor of Trains, before the smoke had cleared away, and never did we more fully realize the sorrows of war than when we saw those poor fellows lying on their faces in the dust of the road.



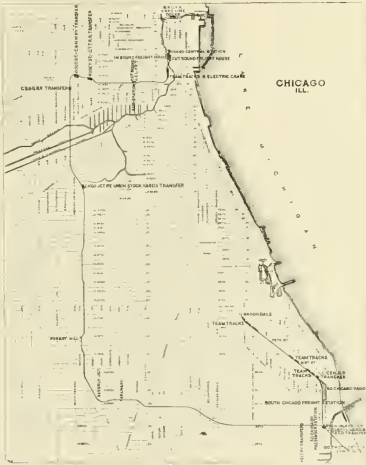
THE BALTIMORE & OHIO RAILROAD SYSTEM AND ITS
INTERESTS IN CHICAGO.

THE Baltimore & Ohio Railroad, the first steam railroad in the United States, entered Chicago in 1874.

Its passenger trains arrive at and depart from Grand Central Passenger Station, Fifth Avenue and Harrison Street, one of the most commodious and convenient passenger stations in Chicago, situated

or delivering freight, thus reducing to the lowest minimum the time wagons are held at the stations.

While the main freight houses are located in the heart of the wholesale district, the vast territory covered by Chicago makes it necessary to have outlying stations where freight can be received for shipment. These



within a few minutes' walk from the principal hotels and business district, and served by surface and elevated street car lines.

Since 1891 the Baltimore & Ohio Railroad freight interests have occupied the site where its present modern inbound and outbound freight houses are located.

These freight houses, shown below as No. 1 and No. 2 have tracks on one side and a roadway on the other, and are equipped with continuous steel doors, making it possible, when necessary, to open practically the entire side of the houses for receiving

stations are shown below as sub-stations, and are of immense value to the shipping interests on account of the saving in time and drayage expense by reason of the shorter hauls.

The Baltimore & Ohio team track is very conveniently located, the drives well paved, a 25-ton traveling electric crane affording facilities for the loading and unloading of shipments of great weight.

The merchandise service via the Baltimore & Ohio is unexcelled. Special attention is directed to the freight schedules between principal points east and Chicago.

Prompt deliveries make the Baltimore & Ohio one of the most popular merchandise carrying lines between the East and West.

Under interchange switching arrangements of different roads entering Chicago, all lines are on an equal basis in reaching industries having private sidings. These industries, as well as various outside team tracks reached by the Baltimore & Ohio with rates which govern, are shown in the Chicago Switching District Tariff.

In addition to its rail connection into Chicago the Baltimore & Ohio operates during open lake navigation a fleet of freight boats between Chicago and Fairport, Ohio, at which point connection is made with the Baltimore & Ohio System rails. The Lake service for 1907 is greatly improved and shippers may take advantage of the favorable rates via rail and lake.

In concise form, information given below will prove valuable to the shipping public.

The great area covered by Chicago precludes the possibility of embodying on this page a map of sufficient scale to be of value.

FREIGHT RECEIVING STATIONS.

(Flat Chicago rates apply.)

Baltimore & Ohio House No. 1, Fifth Avenue, corner Polk Street. (780 feet long by 30 feet wide.)

Baltimore & Ohio House No. 4, Morgan Street, corner Fifteenth Street.

SUB-STATIONS.

Western Avenue, corner Ogden Avenue. (C. T. T. R. R.)

Filmore and Central Park Avenue. (C. T. T. R. R., Sears Station.)

Western Avenue, corner Twenty-Sixth Street. (Illinois Northern R. R.)

Western Avenue, corner Nineteenth Street. (C. B. & Q. R. R. House No. 7.)

Blue Island Avenue, corner Ashland Avenue. (C. B. & Q. R. R. House No. 8.)

Robey Street, corner Forty-Third Street. (C. J. Ry., Stock Yards Station.)

Note convenience of Baltimore & Ohio receiving stations to manufacturing and jobbing localities.

FREIGHT DELIVERING STATIONS.

Baltimore & Ohio House No. 2, Franklin Street, corner Polk Street. (570 feet long by 37 feet wide.)

Baltimore & Ohio House No. 3, Fifth Avenue, corner Polk Street.

Baltimore & Ohio Team Track, Twelfth Street and Baltimore & Ohio Tracks. (Capacity 201 cars, equipped with a 25-ton traveling electric crane.)

Carload freight received from and delivered to all private sidings within the Chicago switching limits. Industries and team tracks shown in the Chicago switching district tariffs, showing rates which apply.

FAST FREIGHT SCHEDULE.

EAST BOUND TRAIN NO. 91.

Time between Chicago and

New York, Third Morning Delivery			
Philadelphia, " "	"	"	"
Baltimore, " "	"	"	"
Pittsburg, Second " "	"	"	"
Cleveland, " "	"	"	"

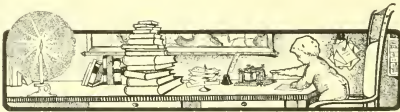
WEST BOUND TRAIN NO. 87.

Time between Chicago and

Columbus, Second Morning Delivery			
Akron, " "	"	"	"
Wheeling, " "	"	"	"
Sandusky, " "	"	"	"
Newark, " "	"	"	"

Merchandise to and from New England points via ocean and rail. (Differential rates.)

Boston, - Fifth Morning Delivery			
Fall River, " "	"	"	"
Providence, " "	"	"	"





Stub Ends of Thought

By ARTHUR G. LEWIS.



WHEN we permit our money to influence our friends, we may expect them to respond only to the source from whence they came.

It is only after the line of happiness has been broken, that we really know and appreciate its value.

EVERY man should believe his wife to be the purest and best woman on earth; and every woman should consider her husband superior to all other men.

LET us be as good as we can, and the best part of others will meet us in sympathy, and help us hold up our standard.

THERE can be no real executive ability without the possession of that positive knowledge, which comes only after earnest research and actual experience.

How many of us satisfy our own sense of unselfishness, by the performance of those things that are easy, and the discussion only of real self sacrifice.

WHERE is the line in reason drawn, between the spirit of ambition and a condition of discontent and unrest?

CHEERFULNESS is an antidote that overcomes the microbes of morbid and anticipated ills.

THE man who knows how to obey well, in matters he would learn, can as a rule, order intelligently in the things he knows.

THE cross of to-day would be far more light, if it were not burdened with yesterday's errors and regret.

It is unfortunate that but few women realize the importance of showing the best side of their character to their husbands.

THE faith we have is often, in many ways, nothing more than well-developed hope, clearly defined and understood.

WHEN we do our best, we perform our duty; without regard to the result of our efforts.

ORDINARY charity may relieve the consequence of poverty; but real philanthropy must deal with the cause of existing conditions, and correct them.

WE may receive all we deserve; but the estimate is generally made according to the impulse and generosity of those who pay out to us the rations of appreciation.

THERE are some people whom we like, but do not admire; and others we admire, but do not like; and how hard it is to prove sincere in either condition.

ENTHUSIASM is the engine that drives our mental capacity to effort; and directs our ability to results.

THE labor of love is softened by a sweet sense of unselfishness, which comes with every earnest, happy effort for those we care for.

THE errors of conceit are responsible for many failures, in which judgment and reason have secured no representation.

ONE of the smallest sides of character is illustrated by a disposition to impose upon those who trust us; to the extent of their confidence in our sincerity.

EFFECTIVE JUNE 2, 1907.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O.
EAST AND WEST.BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON,
BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE JUNE 2, 1907										
EASTWARD										
	No. 504 DAILY	No. 520 EXCEPT SUNDAY 8 HOUR	No. 522 DAILY	No. 528 EXCEPT SUNDAY	No. 502 DAILY	No. 524 ROYAL LIMITED DAILY 8 HOUR	No. 506 DAILY	No. 510 DAILY	No. 514 DAILY	No. 512 DAILY
Lv. WASHINGTON	7:00 AM	9:00 AM	9:00 AM	11:00 AM	1:00 PM	3:00 PM	5:00 PM	8:00 PM	11:30 PM	2:52 PM
Lv. BALTIMORE, CAMDEN STATION	7:55 AM	9:50 AM	9:52 AM	11:50 AM	1:55 PM	3:45 PM	6:00 PM	9:00 PM	12:35 PM	3:46 PM
Lv. BALTIMORE, MT. ROYAL STATION	8:00 AM	9:54 AM	9:57 AM	11:54 AM	1:59 PM	3:52 PM	6:05 PM	9:05 PM	12:44 PM	3:51 PM
Ar. PHILADELPHIA	10:15 AM	11:52 AM	12:11 PM	2:02 PM	4:05 PM	6:50 PM	8:19 PM	11:45 PM	3:05 PM	6:00 PM
Ar. NEW YORK, LIBERTY STREET	12:35 PM	2:00 PM	2:30 PM	4:15 PM	6:30 PM	8:00 PM	10:40 PM	3:20 PM	6:40 PM	8:32 PM
Ar. NEW YORK, 230 STREET	12:45 PM	2:10 PM	2:40 PM	4:25 PM	6:40 PM	8:10 PM	10:50 PM	6:33 PM	6:33 PM	8:43 PM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO
PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE JUNE 2, 1907.										
WESTWARD										
	No. 555 DAILY	No. 517 EXCEPT SUNDAY	No. 505 DAILY	No. 501 DAILY	No. 507 DAILY	No. 527 DAILY 8 HOUR	No. 503 ROYAL LIMITED DAILY 8 HOUR	No. 503 DAILY	No. 511 DAILY	
Lv. NEW YORK, 230 STREET	11:50 PM	---	7:50 AM	9:50 AM	11:50 AM	1:50 PM	3:50 PM	6:50 PM	6:50 PM	---
Lv. NEW YORK, LIBERTY STREET	1:30 PM	---	8:00 PM	10:00 PM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	7:00 PM	---
Lv. PHILADELPHIA	4:15 PM	8:15 PM	10:17 PM	12:30 PM	2:17 PM	4:16 PM	6:12 PM	8:36 PM	9:21 PM	---
Ar. BALTIMORE, MT. ROYAL STATION	6:45 PM	10:50 PM	12:13 PM	2:43 PM	4:15 PM	6:09 PM	8:09 PM	10:60 PM	11:23 PM	---
Ar. BALTIMORE, CAMDEN STATION	6:50 PM	10:55 PM	12:17 PM	2:47 PM	4:20 PM	6:13 PM	8:13 PM	10:55 PM	11:27 PM	---
Ar. WASHINGTON	7:50 PM	11:45 PM	1 PM	3:50 PM	5:20 PM	7:00 PM	9:00 PM	12:00 PM	12:22 PM	---

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST
AND SOUTHWEST.

EFFECTIVE JUNE 2, 1907										
WESTWARD										
	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 15 EXPRESS DAILY	NOTE	
Lv. NEW YORK, 230 STREET	9:50 AM	11:50 AM	3:50 PM	5:50 PM	7:50 AM	11:50 PM	8:50 PM	---		
Lv. NEW YORK, LIBERTY STREET	10:00 AM	12:00 PM	4:00 PM	6:00 PM	8:00 AM	1:30 PM	7:00 PM	---		
Lv. PHILADELPHIA	12:30 PM	2:17 PM	6:12 PM	8:35 PM	10:17 AM	4:15 PM	9:21 PM	---		
Lv. BALTIMORE, MT. ROYAL STATION	2:43 PM	4:16 PM	8:09 PM	10:50 PM	12:13 PM	7:45 PM	11:23 PM	---		
Lv. BALTIMORE, CAMDEN STATION	3:00 PM	4:30 PM	8:00 PM	11:05 PM	12:22 PM	8:00 AM	11:32 PM	---		
Lv. WASHINGTON	4:05 PM	6:30 PM	9:10 PM	12:40 AM	1:22 PM	9:10 AM	12:30 AM	---		
Ar. DEER PARK HOTEL	10:12 PM	---	---	6:59 AM	7:19 PM	---	---	---		
Ar. PITTSBURG	---	---	6:45 AM	9:42 PM	---	6:20 PM	9:50 AM	---		
Ar. CLEVELAND	---	---	12:00 PM	---	---	---	---	---		
Ar. WHEELING (EASTERN TIME)	---	5:35 AM	---	---	---	9:00 PM	---	---		
Ar. COLUMBUS (CENTRAL TIME)	---	8:45 AM	---	---	---	---	---	---		
Ar. CHICAGO	---	5:15 PM	---	---	9:45 AM	8:30 AM	---	---		
Ar. CINCINNATI	8:05 AM	---	---	6:35 PM	---	1:45 AM	---	---		
Ar. INDIANAPOLIS	11:45 PM	---	---	10:35 PM	---	6:35 AM	---	---		
Ar. LOUISVILLE	11:50 AM	---	---	8:30 PM	---	7:10 AM	---	---		
Ar. ST. LOUIS	5:27 PM	---	---	7:28 AM	---	1:40 PM	---	---		
Ar. CHATTANOOGA	6:15 PM	---	---	6:30 AM	---	---	---	---		
Ar. MEMPHIS	---	---	---	8:15 AM	---	---	---	---		
Ar. NEW ORLEANS	8:45 AM	---	---	8:10 PM	---	---	---	---		

Through Pullman Sleepers to all points. * Except Sunday. N—Connection east of Philadelphia is made with No. 509, "Royal Limited." Note.—Direct connection at Cumberland with Train No. 65 from points east.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EFFECTIVE JUNE 2, 1907.										
EASTWARD										
	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 OUQUENSE LIM DAILY	No. 14 EXPRESS DAILY			
Lv. CHICAGO	---	---	5:00 PM	10:40 AM	---	---	8:30 PM			
Lv. COLUMBUS	---	---	---	7:00 PM	---	---	---			
Lv. WHEELING (EASTERN TIME)	---	5:00 PM	---	12:25 AM	---	---	10:50 AM			
Lv. CLEVELAND	---	---	8:30 PM	---	3:00 PM	---	---			
Lv. PITTSBURG	---	---	8:00 AM	---	9:30 PM	---	---			
Lv. ST. LOUIS	* 9:00 AM	1:45 AM	---	---	---	6:00 PM	1:16 PM			
Lv. LOUISVILLE	2:10 PM	8:10 AM	---	---	---	9:28 PM	---			
Lv. INDIANAPOLIS	3:00 PM	* 8:05 AM	---	---	7:50 AM	2:37 AM	11:30 PM			
Lv. CINCINNATI	* 6:55 PM	---	---	---	---	3:42 AM	---			
Lv. NEW ORLEANS	---	9:10 AM	---	---	---	8:00 AM	---			
Lv. MEMPHIS	---	8:40 PM	---	---	---	8:15 PM	---			
Lv. CHATTANOOGA	5:20 AM	10:30 PM	---	---	---	1:00 PM	---			
Lv. DEER PARK HOTEL	6:44 AM	12:38 AM	* 10:15 AM	---	---	8:40 PM	---			
Ar. WASHINGTON	12:40 PM	6:30 AM	4:42 PM	12:30 PM	5:41 AM	2:37 AM	11:30 PM			
Ar. BALTIMORE, CAMDEN STATION	1:47 PM	7:50 AM	5:50 PM	1:47 PM	7:50 AM	3:42 AM	---			
Ar. BALTIMORE, MT. ROYAL STATION	1:59 PM	8:00 AM	6:05 PM	1:59 PM	8:00 AM	3:51 AM	12:44 PM			
Ar. PHILADELPHIA	4:05 PM	10:15 AM	8:19 PM	4:05 PM	10:15 AM	5:00 AM	3:05 PM			
Ar. NEW YORK, LIBERTY STREET	6:30 PM	12:35 PM	10:40 PM	6:30 PM	12:35 PM	8:32 AM	6:40 AM			
Ar. NEW YORK, 230 STREET	6:45 PM	12:45 PM	10:50 PM	6:45 PM	12:45 PM	8:43 AM	6:33 AM			

Through Pullman Sleepers from all points. * Daily. † Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR"
BETWEEN WASHINGTON AND BALTIMORE.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

**ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.**

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

No. 512. Drawing Room Sleeping Cars from St. Louis and Pittsburgh to New York. Drawing Room Sleeping Car Pittsburgh to Philadelphia. Dining Car, a la carte, Philadelphia to New York.

No. 504. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. Five Hour Train. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Philadelphia to New York.

No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 528. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Dining Car, table d'hôte, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506. Drawing Room Parlor Car Washington to New York. Dining Car a la carte, Baltimore to Philadelphia.

No. 514. Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 555. Separate Pullman Drawing Room Sleeping Cars to Baltimore, Washington and Cincinnati.

No. 517. Drawing Room Parlor Car Philadelphia to Washington.

No. 505. Drawing Room Sleeping Car New York to Chicago. Dining Car, a la carte, New York to Philadelphia.

No. 501. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.

No. 507. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.

No. 527. Five Hour Train. Drawing Room Buffet Parlor Car New York to Washington.

No. 509. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hôte, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.

No. 511. Drawing Room Parlor Car New York to Philadelphia. Drawing Room Buffet Sleeping Car New York to Washington.

**Between New York, Philadelphia, Baltimore, Washington, Pittsburgh, Wheeling
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.**

WESTWARD.

No. 1. Cincinnati-St. Louis Limited. Drawing Room Sleeping Car New York to St. Louis. Drawing Room Sleeping Car New York to Louisville. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

No. 7. Chicago Express. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellair. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Pittsburgh Night Express. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburgh.

No. 3. St. Louis Express. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.

No. 11. "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Conneville to Pittsburg.

No. 5. "Chicago Limited." Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Washington to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve all meals.

No. 13. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Buffet Drawing Room Sleeping Car Wheeling to Chicago. Drawing Room Sleeping Car Cleveland to Chicago. Buffet Parlor Car Baltimore to Pittsburg.

No. 55. The Daylight Train. Drawing Room Sleeping Car New York to Cincinnati. Buffet Parlor Car Baltimore to Pittsburg. Parlor Car Cumberland to Wheeling. Dining Cars Martinsburg to Grafton and Clarksburg to Cincinnati, Grill Car Cincinnati to St. Louis.

EASTWARD.

No. 2. St. Louis-New York Limited. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Louisville to Washington. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.

No. 4. Cincinnati-New York Limited. Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 6. Chicago-New York Limited. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburgh to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. Chicago-New York Express. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 10. Night Express. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.

No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Conneville and Philadelphia to New York. Dining Cars serve all meals.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Drawing Room Sleeping Car Chicago to Cleveland. Buffet Parlor Car Pittsburg to Baltimore.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Wheeling. Parlor Car Wheeling to Cumberland. Buffet Parlor Car Cumberland to Baltimore.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines may be had at the Offices of the Company, as follows:

AKRON, OHIO, Union Station, C. D. HONODLE, Ticket Agent. Howard Street, U. S. G. APLEY, Ticket Agent.
BALTIMORE, N. W. Cor. Charles and Baltimore Streets (New B. & O. Building), G. D. CRAWFORD, City Ticket Agent; G. W. SQUITOINS, City Passenger Agent; B. F. BOND, Special Agent; G. W. PAINI, Passenger Agent. Camden Station, E. R. JONES, Ticket Agent. Mt. Royal Station, A. G. CROMWELL, Ticket Agent.
BELLAIRE, OHIO, J. F. SHERRY, Ticket Agent.
BOSTON, 360 Washington Street, J. B. SCOTT, New England Passenger Agent; T. K. RUTH, Traveling Passenger Agent; E. E. BAEKEY, Ticket Agent.
BROOKLYN, N. Y., 343 Fulton Street, T. H. HENDRICKSON, Ticket Agent.
BUTLER, PA., Wm. TURNER, Ticket Agent.
CANTON, OHIO, U. O. McDONALD, Ticket Agent.
CHESTER, PA., J. B. WINTERS, Ticket Agent.
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CHILLICOTHE, OHIO, J. H. LARRABEE, Traveling Passenger Agent, B. & O. S.-W.
CINCINNATI, OHIO, B. & O. S.-W., 130 Walnut Street (Traction Bldg.), O. H. WIEGMAN, District Passenger Agent; G. A. MANN, City Ticket Agent; H. O. STEVENSON, Passenger Agent. Central Union Station, E. REISING, Station Passenger Agent; J. F. ROLF, Depot Ticket Agent.
CITY OF MEXICO, MEX., D. BARKHARDT, Agents General, B. & O. S.-W., Prolongacion Del 5 de Mayo 11.
CLEVELAND, OHIO, 341 Euclid Avenue, Arcade Building, M. G. CARREL, Division Passenger Agent; GEO. A. ORR, Traveling Passenger Agent; F. E. GIBSON, Ticket Agent. South Water Street Station, A. N. DIETZ, Ticket Agent.
COLUMBUS, OHIO, 13 South High Street, W. W. TAMAGE, Ticket Agent. Union Depot, E. FAEELS, Ticket Agent.
CONNELLSVILLE, PA., C. W. ALLEN, Traveling Passenger Agent; H. L. DOUGLAS, Ticket Agent.
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DALLAS, TEXAS, J. P. ROGERMAN, Traveling Passenger Agent, B. & O. S.-W.
DENVER, COLO., S. M. SHATTUCK, Traveling Passenger Agent, B. & O. S.-W., Room No. 4 Union Station.
HARPER'S FERRY, W. VA., G. R. MARQUETTE, Ticket Agent.
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MASSILLON, OHIO, W. H. RUCH, Ticket Agent.
NEWARK, OHIO, F. P. COPPER, District Passenger Agent; F. C. BARTHOLOMEW, Ticket Agent.
NEW CASTLE, PA., R. L. TYNER, Ticket Agent.
NEW YORK, 434 Broadway, LYMAN MCCARTY, Assistant General Passenger Agent; ROBERT SKINNER, Traveling Passenger Agent; H. B. FAROAT, City Passenger Agent; E. D. AINSLIE, Ticket Agent. 130 Broadway, S. R. FLANAGAN, Ticket Agent; No. 6 Astor House, A. J. ORSTERLA, Ticket Agent. 315 Broadway, THOS. COOE & SON, Ticket Agents. 108 Greenwich Street, FRANK ZOTTI, Ticket Agent. 25 Union Square, West, RAYMOND & WHITCOMB, Ticket Agents. 391 Grand Street, HYMAN WEINER, Ticket Agent. Stations, foot of West 23d Street, and foot of Liberty Street, N. R.
NORFOLK, VA., 10 Granby Street, Atlantic Hotel, ARTHUR G. LEWIS, Southern Passenger Agent; I. L. SPERRY, Ticket Agent.
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SPRINGFIELD, ILL., N. J. NEER, Division Passenger Agent, B. & O. S.-W.
ST. LOUIS, B. & O. S.-W., 8th and Olive Streets, F. D. GILDERSLLEE, Assistant General Passenger Agent; J. E. BUCHANAN, City Passenger Agent; L. L. HORNUNG, City Ticket Agent; L. G. PAUL, Station Passenger Agent; W. F. GEISERT, Traveling Passenger Agent; B. W. FRAENTHAL, Ticket Agent, Union Station.
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TIFFIN, OHIO, W. C. FRANCE, Ticket Agent.
VINCENNES, IND., W. P. TOWNSEND, Division Passenger Agent, B. & O. S.-W.
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WHEELING, W. VA., B. & O. Station, T. C. BURKE, Traveling Passenger Agent; A. L. IRWIN, Station Ticket Agent. McLure House, O. R. WOOD, City Ticket Agent.
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WINCHESTER, VA., T. B. PATTON, Ticket Agent.
YOUNGSTOWN, OHIO, JAMES AIKEN, Ticket Agent.
ZANESVILLE, OHIO, Jas. H. LEE, Ticket Agent.
EUROPEAN AGENTS, BALTIMORE EXPORT & IMPORT CO., Limited, 23, 24 and 25 Billiter Street, London, E. C. 1; 21 Water Street, Liverpool, England.

In addition to offices and depots named above, tickets over the B. & O. may be obtained at

TICKET OFFICES THROUGHOUT THE COUNTRY.

C. W. BASSETT, General Passenger Agent, Baltimore & Ohio Lines East, Baltimore, Md.
 B. N. AUSTIN, General Passenger Agent, Baltimore & Ohio Lines West, Chicago, Ill.
 D. M. MARTIN, Manager Passenger Traffic, Baltimore & Ohio R. R., Baltimore, Md.
GENERAL OFFICES: BALTIMORE & OHIO BUILDING, BALTIMORE, MD.



— THE —
“Royal Limited”

FROM WASHINGTON

THE best appointed trains out of Washington for Baltimore, Philadelphia and New York are those of the Royal Blue Line leaving “Every Odd Hour” during the day—7, 9, 11, 1, 3, 5 o’clock, and at 11.30 p. m.

☐ All trains have Pullman service, and dining cars serve all meals.

☐ The best train of the series is the “Royal Limited,” leaving 3 p. m., reaching Baltimore in 44 minutes, Philadelphia in 2 hours and 50 minutes and New York in FIVE HOURS.

☐ It is all Pullman, but no extra fare is charged. The cafe-smoking, parlor and observation cars are superb, and the table d’hôte dinner on the dining car appeals.

— THE —
“Royal Limited”

FROM NEW YORK

THE best appointed trains out of New York for Baltimore and Washington are the Royal Blue Trains leaving Liberty St. “Every Even Hour” during the day—8, 10, 12, 2, 4 and 6 o’clock—ten minutes earlier from 23d St.

☐ The early evening train leaves at 7, and the midnight train at 1.30, a convenient departure after an evening’s entertainment.

☐ The best train of the series is the “Royal Limited,” leaving 4 p. m., running to Washington in FIVE HOURS.

☐ It is all Pullman, but no extra fare is charged. The cafe-smoking, parlor and observation cars are superb, and the table d’hôte dinner on the dining car appeals.

SPECIAL TOURS

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SEASON 1907

ATLANTIC CITY

Cape May, Sea Isle City
Ocean City, N. J.
Ocean City, Md.
Rehoboth Beach, Del.

SPECIAL EXCURSIONS FROM POINTS EAST
OF THE OHIO RIVER

June 27, July 11 and 25, August 8
and 22, September 5

American Medical Association

ATLANTIC CITY, N. J.

June 4-7, 1907

National Eclectic Medical Association

LOS ANGELES, CAL.

June 18-21, 1907

Knights Templar Conclave

SARATOGA SPRINGS, N. Y.

July 9-13, 1907

For Full Information call on or address Ticket
Agents BALTIMORE & OHIO R. R.

JAMESTOWN

TER-CENTENNIAL

EXPOSITION

NORFOLK, VA.

April 26 to December 1, 1907

B. P. O. Elks

PHILADELPHIA, PA.

July 15-20, 1907

Baptist YOUNG PEOPLES Union

SPOKANE, WASH.

July 4 to 7, 1907

International C. E. Convention

SEATTLE, WASH.

July 10 to 15, 1907

G. A. R. National Encampment

SARATOGA SPRINGS, N. Y.

September 9-14, 1907

For Full Information call on or address Ticket
Agents BALTIMORE & OHIO R. R.

SPECIAL TOURS

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SEASON 1907

Deer Park Hotel

AND COTTAGES

DEER PARK, MARYLAND

On the Crest of the Alleghenies



Baltimore
& Ohio

Through vestibuled trains with Pullman Drawing Room Sleeping Cars and Dining Cars from Chicago, St. Louis, Cincinnati, Louisville, Columbus, Cleveland, Pittsburg, Wheeling, Washington, Baltimore, Philadelphia and New York make regular stop at Deer Park Hotel during the summer season, commencing June 22, 1907.

Address all inquiries to

W. E. BURWELL, Manager,

DEER PARK HOTEL, MARYLAND.



Baltimore



Ohio

R.R.

EAST AND WEST



CALENDAR - 1907



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
8	7	1	2	3	4	5	3	4	5	..	7	1	2	7	8	9	10	11	12	13	7	8	9	10	11	12	13
13	14	15	16	17	18	19	10	11	12	13	14	15	16	10	11	12	13	14	15	16	14	15	16	17	18	19	20
20	21	22	23	24	25	26	17	18	19	20	21	22	23	17	18	19	20	21	22	23	21	22	23	24	25	26	27
27	28	29	30	31	24	25	26	27	28	24	25	26	27	28	29	30	28	29	30

MAY							JUNE							JULY							AUGUST						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
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SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
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BOOK OF THE

ROYAL BLUE



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BOOK OF THE ROYAL BLUE.

JULY, 1907.

CONTENTS.

	Page
Boston and Old Home Week.....	1
Ohio's Home-Coming	7
The Baltimore & Ohio First to Occupy the New Union Station, Washington, D. C.....	12
Highest Building in the World.....	15
Chronicle of a Celebrated Corner—From St. Louis Magazine	16
Love All He Had to Give	20
Stub Ends of Thought } By Arthur G. Lewis	21
Retrospection.....	

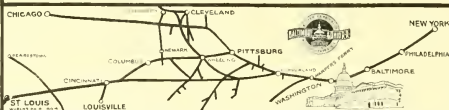
ILLUSTRATIONS

Bird's-eye View of Greater Boston.....	Frontispiece
Boston	
Washington Street	1
Old South Church—Bunker Hill Monument	2
Old State House—New State House.....	3
Faneuil Hall	4
Washington Monument—Public Garden.....	5
The Ghetto—Trinity Church	6
Columbus, Ohio, State House	7
Union Station Entrances.....	8
High Street.....	9
Court House—Deaf and Dumb Institute	10
Armory and Gymnasium	11
Washington	
New Union Terminal.....	12
Pittsburg	
Proposed 700-foot Skyscraper	14

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Three vestibuled trains daily each way comprise the excellent service between St. Louis, Cincinnati and New York. Through vestibuled Sleeping Cars between Louisville and Washington. The trains are modern throughout. Comfortable sanitary Coaches. Spacious Drawing-Room Sleeping Cars. Dining Car service unexcelled.

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WHERE TO SPEND THE SUMMER

"Summer Resorts and Springs"

REACHED BY
THE

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ILLUSTRATED FOLDER,
GIVING
MUCH INFORMATION
AND
CONTAINING A
COMPLETE LIST
OF HOTELS AND
BOARDING HOUSES
ALONG THE LINE
EAST OF THE
OHIO RIVER
AND AMONG THE

Allegheny Mountains

WITH DETAILED
DESCRIPTION OF

SEASHORE RESORTS

— AND —

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JAMESTOWN EXPOSITION



BIRD'S-EYE VIEW OF GREATER BOSTON.

BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY

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WILLIAM ELLIOTT LOWES, EDITOR.

VOL. X.

BALTIMORE, JULY, 1907.

NO. 10.

BOSTON AND OLD-HOME WEEK.

Midsummer Celebration and Carnival.

FROM BOSTON AND MAINE "MESSENGER."

BOSTON, the city of history and culture, the birthplace of Hancock, Adams and Revere, the scene of the famous "Tea Party," the abiding place of the "Cradle of Liberty" and Bunker Hill Monument, the home of the

Other American cities have had such reunions and celebrations since the homecoming idea was first transplanted from New Hampshire, but the Boston observance is going to outshine them all, for there is no other place just like Boston in



WASHINGTON STREET AND OLD SOUTH CHURCH.
(Baltimore & Ohio Ticket Office to right of center.)

"Sacred Cod," the city of crooked streets and the upright New England conscience—Boston, the "Modern Athens," the "Hub of the Solar System," the Mecca of musicians, educators and theologians and of summer tourists, is to have an "Old-Home Week."

all the world, and no city that can do so much to entertain and delight its guests.

The date of the big celebration is the week of July 28 to August 3 next, and a program of such dimensions is being arranged that there will be no single event going on in the United States this summer



"OLD SOUTH CHURCH."

at all comparable to it, except the Jamestown Exposition.

The motto of the Boston Old-Home Week boomers is, "Something Doing Every Minute for Seven Days," and there is little doubt that this promise will be literally carried out. It will be the first time that Boston has ever had an Old-Home Week, and the first time since 1880 that it has had a distinctively local celebration of any kind on a large scale.

It will be a sort of home-coming jubilee and midsummer carnival combined, and of the throngs that are expected to enjoy it, many will be vacation seekers pure and simple, with no special ties or interests in the city of beans.

It will be one of the finest opportunities ever offered of seeing Boston at its best—and it is always at its best in July and August. The fact that the railroads of the country have granted one of the lowest excursion rates for the occasion ever given a celebrating community, will of itself insure a large attendance. It will be a summer vacation opportunity that not many will care to miss.

The big observance, of course, is being gotten up primarily in honor of the thousands of men and women who formerly

resided in Boston, but who have made new homes for themselves in other parts of the country, every state and territory in the Union having its quota.

There are many of these who have not been "back home" for a quarter century or more, and these will find, architecturally at least, practically a new Boston. Throughout the United States there are approximately 300,000 former residents of Massachusetts now living in new homes, 20,000 of them in California alone, and of this number probably nearly a third own Boston as their birthplace or former abiding place.

It is to these, particularly, that the latchstring will be out for the seven days of Old-Home Week, and as much longer as they care to tarry: but the hospitality of the Bostonians is all-embracing, and they will be delighted to have everybody who likes a good time in an interesting town come on and enjoy the Old-Home Week program with the rest. Connection



BUNKER HILL MONUMENT.



"THE OLD STATE HOUSE."

with the families that came over in the "Mayflower" is not a prerequisite to receiving the "glad hand" in this case.

The city of Boston, first settled in 1630, is not only one of the oldest cities in the United States, but one of the most interesting in the world. In connection with the coming Old-Home Week Celebration, it is being advertised as the world's greatest summer city, and the claim is not too strong a one.

Boston was named after the town of Boston in Lincolnshire, England. Not only was the first free school in America established here, but the first newspaper to be published in this country was issued here.

Boston, as everybody knows, was the scene of the famous "Tea Party" in 1773, and of the earlier "Boston Massacre" in 1770. In connection with its Revolutionary history, the names of Adams, Hancock, Revere and the other patriot sons of Massachusetts are inseparable from the history of Boston itself.

The city is also closely associated with the name and fame of Benjamin Franklin, Daniel Webster, William Lloyd Garrison, Edward Everett, Wendell Phillips, Oliver Wendell Holmes, James Russell Lowell and a long line of other illustrious public and literary men.

The Boston of today has a population of about 600,000, although

this might properly be computed as 1,250,000, since the "Greater Boston," including its immediate suburbs within a ten-mile radius, is, after all, the real Boston.

The city has one of the finest park systems of any community on the continent, and it also possesses many miles of splendid boulevards. Besides its famous Common and Public Garden, it possesses Franklin Park, a magnificent breathing space that offers all the elements of country life; the Fenway, the Marine Park at City Point, Wood Island Park in East Boston, and in

the outlying districts such superb areas of semi-wilderness as the Blue Hills and Middlesex Fells reservations.

It has its own local bathing beaches and yacht anchorages, and these are supplemented by such popular and delightful seashore resorts as Revere and Nantasket Beaches; while inland, along the Charles River near Riverside, there are unexcelled opportunities for canoeing and boating.

Boston, in short, with its fine summer climate, its numberless pleasure resorts and its splendid transportation system, both on



THE STATE HOUSE, BOSTON, MASS.

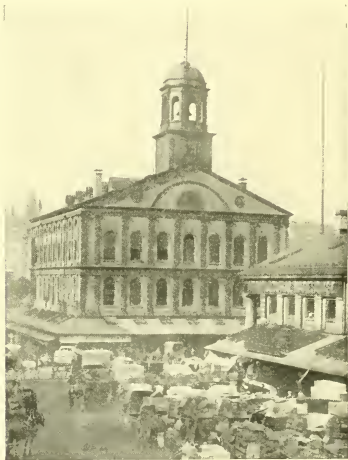
land and on water, has no peer as a vacation center.

Aside from its historic structures, most of them as well known as Independence Hall in Philadelphia, and some of them even better known, Boston has many fine modern public buildings that are the delight of visitors. No capital city has a more beautiful or interesting State House, with its superb Memorial Hall and its tattered battle flags.

The artistic and costly Public Library,

is spending a couple of weeks in the "Hub" should undertake to even cursorily inspect all of its public and semi-public buildings, its colleges, schools, charitable and philanthropic institutions, theatres, statues, leading churches and office buildings he would have no time for anything else.

In the central part of the city, the Public Garden, with its glories of bloom and shrubbery and its graceful swan-boats, and the historic Common, with its leafy malls, its statues and its famous frog pond, are the



FANEUIL HALL.

with its priceless paintings by Abbey, Sargent and other noted artists, is the chief architectural and literary treasure of the city, while Trinity Church, which stands near it in Copley Square, is one of the finest specimens of ecclesiastical architecture in the country.

The Museum of Fine Arts, the Isabella Stuart Gardner Museum, Symphony Hall, the magnificent group of the Harvard Medical School, are among the other structures and institutions that everybody who comes to Boston wants to see. If one who

focal points for the casual tourists "doing the town." Few shopping thoroughfares are more interesting than those which surround the Common and Public Garden, Tremont and Boylston Streets, both of them having undergone radical changes during the last twenty or twenty-five years.

It is a truism that there is no city in the United States where so many objects and places of interest may be seen as in and about Boston, the "Cradle of Liberty."

The Old State House, succeeding the original town house, and which is to be a

bureau of information for strangers during Old-Home Week, stands on Washington Street, at the head of State Street. The present structure was erected in 1713. The Bostonian Society collection of historical relics to be found therein will be viewed by thousands during the coming celebration.

Faneuil Hall, down in the market district was built in 1742 by the wealthy Huguenot, Peter Faneuil. This famous building is still the favorite place for public gatherings, and at a meeting held there a few weeks ago to consider the Old-Home Week observance, the venerable Mrs. Julia Ward Howe was among the speakers.

Completing a conspicuous trio of Boston historic structures is the Old South Meeting House, corner of Washington and Milk Streets. This noted building was erected in 1730 and contains a very interesting collection of relics.

King's Chapel, on Tremont Street, where Washington and his staff attended service in Revolutionary times, adjoins the oldest burying ground in Boston, dating from 1630.

Christ Church, on Salem Street, erected in 1723, is the oldest church building in Boston. It was from this structure that the lanterns were displayed in connection with Paul Revere's immortal ride to warn the people of Concord and Lexington of the approach of the British troops.

There is also to be seen the old house of Paul Revere on North Street, Copp's Hill and the old Granary burying grounds, and other landmarks of the Colonial and Revolutionary periods.



WASHINGTON MONUMENT, PUBLIC GARDEN.

Over in Charlestown is the noble and world-famous shaft of Bunker Hill, the corner-stone of which was laid in 1825, and the Government Navy Yard, where the old frigate "Constitution" may be seen moored almost side by side with the modern steel-armored battleship.

South Boston has its Dorchester Heights, from which the Americans helped to drive the British soldiers from Boston, and which is crowned by a beautiful marble memorial shaft. South Boston also has the splendid Marine Park, with its long recreation pier, and it likewise possesses the largest free salt-water bathing establishment in the world.

Dorchester and Roxbury each has something to offer the antiquarian or the student of American history, while across the Charles River, in Cambridge, is famous Harvard University, with its beautiful buildings and campus, and the Washington Elm and other historic landmarks.

Of other interesting places and points in and around Boston there may be mentioned the Arnold Arboretum, with its wonderful collection of trees; Brookline, with its magnificent private



ONE OF THE WALKS IN THE PUBLIC GARDEN.



IN THE HEART OF "THE GHETTO."

estates: Revere Beach, with its interesting "Wonderland"; and Point of Pines Park: Dedham, with its old Fairbanks House, to be open all of Old-Home Week: the East Boston Tunnel, the Old Corner Bookstore, the Subway, the Harvard Stadium, seating 25,000: the Athenaeum, the City Hall, the Quincy Market, the Shaw Memorial in front of the State House; the Soldiers' and Sailors' Monument on the Common; and the Washington Statue in the Public Garden.

No description of the modern Boston would be complete without a mention of its attractive department stores, souvenir and "gift" shops, flower stands, Dutch

and English tea rooms, Japanese art emporiums, and of its picturesque "foreign quarter" in the North End.

For the convenience of the stranger, or the tourist with limited time, there are plenty of expert guides and "Seeing-Boston" autos.

The motto of the Old-Home Week Committee is, "Something Doing Every Minute for Seven Days"; but even in normal times this is literally true of Boston, from the standpoint of the wide-awake visitor.

It is a great city to have a good time in, and during Old-Home Week, 1907, the fortunate guest of the "Hub" will be able to enjoy "the time of his life."



AFTER SERVICES, TRINITY CHURCH.

OHIO'S HOME-COMING.

LOUISVILLE established the popularity of "home-comings" by its "Old Kentucky Home" celebration in June, 1906. Baltimore celebrated its recovery from the fire by a home-coming in the following September. New England and Boston will have midsummer home-coming in July and August, and Ohio has issued a call for its absent sons and daughters for the first week in September.

In some of the seductive advertisements put forth for these occasions, inducements

responsive chord on our heart-strings. Here is something that ought to arouse every Buckeye and head him towards Columbus:

Ohioans will promote a "Joyous Buckeye Home-Coming," to be held in Columbus during the first week of September, 1907.

Centrally located, it is appropriate that the State Fair Grounds, at the Capital City, should be chosen as the chief trysting place for old friends to meet and greet and talk of other times and other days.

Half a million native born Ohioans live



OHIO STATE HOUSE, COLUMBUS.

are offered that the "old home ain't what it used to be," and that the "old dam by the mill site" ain't there by a damn sight; and instead there is probably a sky scraper of unusual dimensions; the old pump having become unsanitary, with the growth of the town, is displaced by filtered city water; and the old swimmin' hole is now the main artery of the sewer.

Ohio, however, clings to the old sentiment that we love to remember our old home as it was, not as it is, and its advance literature makes every effort to twang that

outside the state. The ebbing tides of the ocean always turn again home. We command all absent "Buckeyes," wherever you may be, to be guided by this precept of the sea.

You may take the fond heart from its home by the hearth, but wherever it goes it will yearn for the place of its birth. In the memory of every one are pictures of childhood, painted in colors that will never fade away.

Ye Pilgrims, come back! Visit once more the old homestead and sit on that



MAIN ENTRANCE UNION STATION, COLUMBUS.

cool and cozy porch as of yore. Drink at the old well and swing on the gate again. Drive the cows down the lane to pasture, and climb, if you can, the old red apple tree, as you oft have done before. Linger awhile at the "Old Swimmin' Hole" and stand where the marbles used to roll.

In the breast of every absent "Buck-eye" we hope to create a desire that will

bring you back to HOME, SWEET HOME, IN OLD OHIO. A desire to see the boys who are now men and the girls who are now women. A desire that will overcome all barriers and bring you back to old neighbors, the old hearthstone and the family circle.

Roam as far as you may, grow as old as you will, there is yet that mystic, invisible



CARRIAGE ENTRANCE UNION STATION, COLUMBUS.



HIGH STREET, COLUMBUS' MAIN THOROUGHFARE.

chord which runs from your heart back to the old associations.

Since the day you bade adieu, much water has gone under the bridge; the pictures on the wall have faded some; the old clock on the mantel has ticked a thousand million times; but if you will come again some one will meet you who said "Good-bye" the day you went away.

"WELCOME," in capital letters, will be written over our doors and across our hearts. Loyal men and royal women will grasp your hand and give you greeting as roses greet the dew.

In all the world there is no place like Ohio. Endowed by nature with riches, beauty, grandeur, she stands without a peer the fittest home for man. Her forefathers loved liberty and hated tyranny. Her pioneers had courage to worship God and fight a king. Her mothers braved the hardships of the wilderness and risked the danger of the tomahawk to be beside the men they loved while a Commonwealth was being built. Thus conceived, Ohio was well born.

To the north is Lake Erie, and across the bosom of this inland sea sail the laden ships of trade. To the east, the chimneys of industry, the marts of commerce and the graves of our ancestors. To the south is "Old Kentuck," the cotton, the cane and

"Dixie Land." To the west, the "Fields of Grain and Gold," the home of Prosperity and Legal Tender.

In days primeval the Red Man loved Ohio second only to the "Happy Hunting Grounds." When the "Palefaces" came the bravest Indians of the continent roamed her forests and had domain. Weaker tribes had to be content with less favored spots.

Ohio is an Empire. Seventy-two cities and countless towns; fertile fields and busy shops; iron roads and richest mines; beautiful rivers and picturesque hills; schools and school-masters; colleges, churches and magnificent temples; splendid men, splendid women and a free-born citizenship make Ohio grand and great.

'Tis a heritage to have been born in Ohio. Her sons are potent everywhere. She stands upon the threshold of opportunity. As the leaves of the Buckeye tree are the first to ripple and tremble in the gentle zephyrs of springtime, so are her men and her women first in the realms of human endeavor, in peace or in war. To pulpit, platform, bench and bar she has given leaders beyond compare. In science, literature, art, drama, story, song and battle, she has gained renown. Her star on "Old Glory" adds strength to the Union. Her sons have proven illustrious pilots of



INSTITUTION FOR DEAF AND DUMB, COLUMBUS

the nation. Her Edison and her genius have driven back the darkness and beckoned the God of Progress on.

The Fair Grounds at Columbus are ideal for this great reunion; they have no equal anywhere. A million dollars has been expended to beautify and adorn with imposing buildings, pleasant driveways, shady walks, magnificent pavilions and commodious rest rooms.

From far and near will come Ohio's famous "Buckeyes." An interesting program will be rendered every day. No expense

will be spared to entertain you. We will make you glad you came. We ask your presence and your aid. The Home-Coming of Ohioans must be greater than any other.

"Breathes there a man with soul so dead, who to himself" will not say, "I love my native Buckeye State. I am going back to my Old Ohio."

We appeal to all who ever called Ohio "Home" to come and join the happy throng.



COURT HOUSE, COLUMBUS

OHIO.

LUCIEN SEYMOUR.

The sun never shone on a country more fair
 Than beautiful Ohio.
 There's life in a kiss of her rarefied air,
 Ohio, prolific Ohio.
 Her sons are valiant and noble and bright;
 Her beautiful daughters are just about right;
 And her babies, God bless them, are clear out of
 sight—
 That crop never fails in Ohio.
 When the burden of life I am called to lay down,
 I hope I may die in Ohio;
 I never could ask a more glorious crown
 Than one of the sod of Ohio.
 And when the last trump wakes the land and the
 sea
 And the tombs of the earth set their prisoners free,
 You may all go aloft, if you choose, but for me
 I think I'll just stay in Ohio.

THE GOVERNOR OF OHIO ISSUES A CALL
 STATE OF OHIO.
EXECUTIVE DEPARTMENT
 OFFICE OF THE GOVERNOR.

To All Absent Sons and Daughters of Ohio;
 Greeting:

All persons who have ever resided in Ohio are most urgently invited to visit their native state during the coming September when there will be unusual inducements at the Capital City, at the Queen City, at Canton (the home of McKinley) and elsewhere.

The improvements in Ohio during the past decade have been phenomenal, surpassing those in the previous history of the state. Those who have been absent during that period would be amazed at the transformation throughout this middle state across which all the trunk lines of railways pass. There is now almost a continuous line of towns and industries along Lake Erie from Ash-tabula through Cleveland to Toledo and the same is true along the Ohio Valley from Steubenville

to Cincinnati. Along the Cuyahoga, Miami, Maumee, Muskingum, Scioto, Sandusky and other valleys the most wonderful changes have recently been made. New court houses have been built while sky scrapers have taken the place of old country stores. Within that time an additional State House has been built and at the Capital City the most beautiful and the largest state Fair Grounds in the country have been furnished.

Even the recognized hospitality of the people of the state has expanded and they want to see all their friends back next September so as to renew old acquaintances and show their friends how Ohio grows.

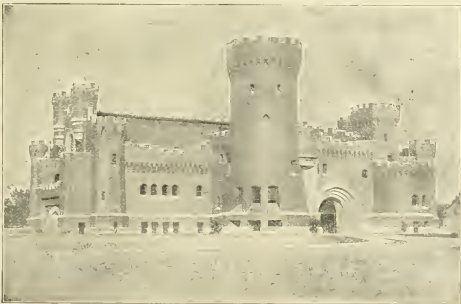
There are Ohio Societies in many of the cities of other states and in some instances these local organizations of Buckeyes have been federated into state associations. In the extreme west the Ohio Society of California reports that there are over 50,000 people in that state who are natives of Ohio.

For the benefit of all these absent Ohio people it can be stated that the State Board of Agriculture has arranged for attractive "home-coming" events at its next State Fair in Columbus, to be held on September 2 to 6 inclusive, and that there will then be given many inducements for trips to all parts of the state until after the dedication of the McKinley monument at Canton and the "home-coming" festival at Cincinnati the last of the same month.

No doubt many who will visit the Jamestown Exposition would wish to make that trip via their old homes in Ohio. Every assurance is given them that they will be made welcome and have a rare opportunity during the first week in September and thereafter for such visits.

It is unnecessary to recite to any Ohio people the greatness of their native state, but of the changes within its borders during recent years they can never be advised without coming back and seeing Ohio as she is at this time. To all who may accept this invitation the best that can be done for their enjoyment is promised at the Joyous Buckeye "Home-Coming."

ANDREW L. HARRIS, Governor of Ohio.



ARMORY AND GYMNASIUM, COLUMBUS.



Engraved by the John A. Lowell Bank Note Co., Boston, U. S. A. Copyright, 1906.

THE BALTIMORE & OHIO R. R. WILL BE THE FIRST TO USE THE



ON SEPTEMBER 15, 1907, the Baltimore & Ohio Railroad will abandon its present passenger station at New Jersey Avenue and C Street, Washington, D. C., and occupy the new Union Station, one block and a half northwest of its present site, at the intersection of Massachusetts and Delaware Avenues. The Baltimore & Ohio will be the first to use this magnificent structure and all passenger trains, through or local, to or from Washington, will use this station. The present territory now used by the Baltimore & Ohio passenger station and yards at Washington will be utilized as a grand plaza to the Union Station.

In review, the main building of the new Union Station will be 620 feet long and from 65 to 125 feet in height, and constructed of white granite. There are three entrance arches, each 50 feet in height and 30 feet in width. On either side of the main entrance are two pavilions of seven arched doorways and one large arched carriage entrance each. The east one, or that to the right of the illustration, leads to a suite of apartments for the President of the United States and his guests, and the one at the



UNION STATION, WASHINGTON, D. C., ON SEPTEMBER 15, 1907.

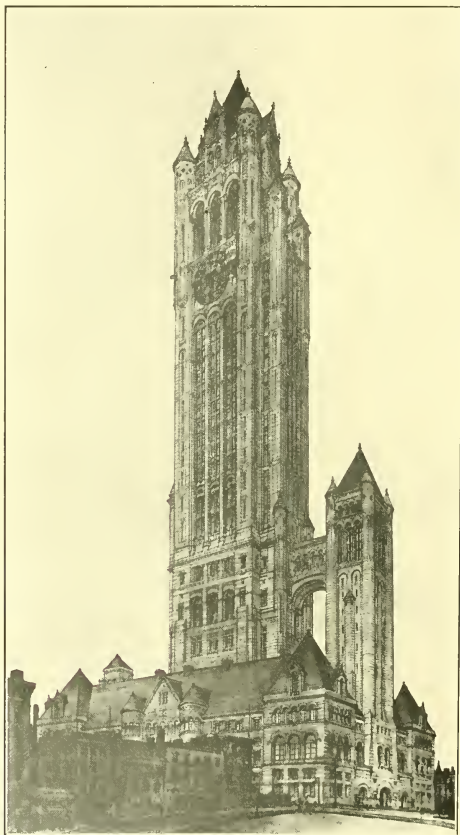
west end or left leads to a general carriage porch near the ticket and baggage lobby.

The general waiting-room is the finest in the country; it is 220 feet long and 130 feet wide, covered by a Roman barrel vault 90 feet high, decorated with single coffers or panels, after the manner of the bath of Diocletian.

The size of the passenger concourse or lobby will by far exceed anything ever built for a similar purpose; it is 760 feet long by 130 feet wide, and covered by an arched ceiling in a single span, decorated with panels, part of which will transmit light.

Every modern comfort known will be provided for in this station; there will be a large dining-room, lunch-room, and women's waiting-room; smoking-room and package-room; ticket office and baggage-room; telephone and telegraph booths, all of which are designed to afford the traveling passenger the greatest comfort.

As a matter of history the Baltimore & Ohio Railroad, the first railway of America, was the first to enter Washington in 1835, and it is fitting that it be the first to open the doors of the most magnificent railway station in the world, which has been built with the idea of becoming the vestibule to the greatest Nation of the earth.



PROPOSED 700 FOOT SKYSCRAPER FOR PITTSBURG.

To cost, exclusive of site, two million dollars. If built, it will be the highest structure occupied for business purposes in the world.

HIGHEST BUILDING IN THE WORLD.

Forty-five Story Municipal Building Proposed for Pittsburgh.

FROM ARCHITECTS' AND BUILDERS' JOURNAL, BALTIMORE.

TOWERING 700 feet high, surmounted by 40-foot dials of a large clock symbolizing Justice's sleepless eyes, will be the steel and granite structure, 90 feet square, that will be placed in the center of the Allegheny County Court House, where the areaway is now, if the plans submitted to the county commissioners are adopted.

Ample room for all the legal business of the county would be provided by the scheme, it is stated, and county officials who viewed the drawings were much impressed. The cost of the proposed enlargement would be about \$2,000,000, but as it is said the new addition would be ample for all purposes for years to come, it would not be necessary to buy any more ground, and that already secured could be disposed of.

No change would be made in the present court house, except as to the 90x120-foot areaway in the centre, and the beauty, it is asserted, of the old building, which is one of the finest pieces of architecture in the United States, would be made more impressive with the new structure of about forty-five stories in the centre.

With the tower 120 feet from any other structure, there would be no lack of light and air, either when the structure is com-

pleted or in years to come. It is the intention of the architects to use thirty-five floors of the new building for courts, so that the whole of the present building can be used for offices.

There would be elevators entering into the rotunda from all four sides of the present building. Instead of the main or front entrance to the rotunda occupying the centre of the building, as at present, there would be two smaller entrances from Fifth avenue, Diamond and Ross streets. Elevators would be on the Grant street side of the new tower.

The main tower would be connected with the present tower by a bridge similar to the "bridge of sighs" connecting the court house with the jail. The rotunda would be 70x70 feet square and 90 feet high.

The architects claim the proposed improvements could be completed in eighteen months. The new tower would give twice as much floor space as the present building, with a total of 125,000 square feet, the court rooms being 26 feet high.

In figuring the cost of the proposed improvements the architects base their estimates on the cost of similar buildings erected in recent years in New York and other large cities.



"Did you get home before the storm broke last night?" asked the first clubman.

"Of course," replied the other. "The storm never breaks at my house until I get home."—*Philadelphia Press*.

Wigwag—That's a fine dog of yours, Saphedde.

Saphedde—Yes, indeed, he is. That dog knows as much as I do.

Wigwag—I'll give you a quarter for him.—*Philadelphia Record*.

Mistress—I want a girl for general housework; some one who is strong and willing to do everything.

Bridget—Do yez take me for a Taft?—*New York Sun*.

"From the grammatical standpoint," said the fair maid with the lofty forehead, "which do you consider correct, 'I had rather go home' or 'I would rather go home?'"

"Neither," promptly responded the young man. "I'd much rather stay here."—*Answers*.

"Don't you think you ought to improve your city by putting up some big public buildings?"

"We're afraid to," answered Three Finger Sam. "You see, we've gone the limit in providin' a punishment for hoss stealin'. We couldn't find nothin' to fit graft."—*Washington Star*.

CHRONICLE OF A CELEBRATED CORNER.

BY ALDEN W. QIMBY, IN "WEST END MAGAZINE" OF ST. LOUIS.

NOT every student of American geography—indeed, not every Pennsylvanian,—is aware that the Keystone State is unique among her sisters of the Union in the possession of a curious projection at her southeast corner, which points southward and thus effectually estops the extension of the celebrated "Mason and Dixon Line" to the western border of Delaware. (Strictly speaking, the line was prolonged to the Delaware river—but not as a boundary.) This little wedge, or neck, of territory, which only appears, if at all, upon large-scale maps of the State, embraces about eight hundred acres—or sufficient for a half dozen fair sized farms. Strangely enough its population preferably pays tax to the authorities of Delaware, and its electors vote at the precincts of that gallant little State whose quaint pseudonym is "The Blue Hen's Chickens." A member of the Delaware legislature who resided in this strip was playfully alluded to as "the gentleman from Pennsylvania."

As may be perceived upon the map of the United States, there are numerous points where three States meet; and one where four States, or Territories—Utah, Colorado, Arizona and New Mexico—enjoy a common marker; but none other which boasts so peculiar a junction as that of Pennsylvania, Maryland and Delaware. It is therefore a curio among State corners, and its history is correspondingly interesting. One who might readily surmise the reason for a projection at Pennsylvania's northwest corner—for harbor privileges—might long guess in vain the occasion of the tiny southeastern wedge, and the rounded northern boundary of Delaware.

It was upon an ideal autumn day of rarest azure sky, golden sunshine and deepening tint of blade and leaf, that the writer, amorous of blended landscape and colonial story, traversed from the north the rapidly narrowing strip between Maryland and Delaware, which is but three-quarters of a mile wide at its base, and about three and a half miles long. To the westward rose the soft blue hills that line the course of Big Elk Creek through "Maryland, My Maryland;" and on the east were the gentle slopes that descend to White Clay—better known as "Whitely Creek"—in

Delaware, whereon once stood a village of the Lenni Lenapes. The famous point of the wedge, which is not properly a triangle, since the hypotenuse is in reality the arc of a circle, lies between the forks of Christina Creek, locally known as "Christine," which receives the storied Brandywine just before its quiet waters mingle with the stately Delaware.

It was in the year 1632 that Charles I of England, granted to Cecilius Calvert, Lord Baron of Baltimore, "all that part of the peninsula, or Chersonese, lying in the parts of America between the ocean on the east and the bay of Chesapeake on the west, divided from the residue thereof by a right line drawn from the promontory or headland, called Watkin's point, situated upon the bay aforesaid, and near the river of Wighco on the west, unto the main ocean on the east, and between that boundary on the south, and that part of the bay of Delaware on the north, which lieth under the fortieth parallel of latitude, where New England terminates."

Lord Baltimore promptly claimed the whole peninsula, from the "right line" to the 40th degree of latitude; and his descendants followed suit. But decrees and grants, like wills, sometimes exhibit ambiguous features. It appears that it was intended to grant only the unsettled, or uncultivated portion, the Dutch and the Swedes having settled upon the western shore of the Delaware. In 1664 the Duke of York conquered the Dutch settlements on both shores of the latter river, these having previously absorbed those of the Swedes, and exercised authority over them until 1682, when he transferred his claims along the western shore of both river and bay to that notable immigrant in the New World, William Penn, who duly annexed this territory to his original grant; and it was known for a century thereafter as the "Territories, or Three Lower Counties on the Delaware." A separate legislature was established for it in 1703, but it continued to recognize the sway of the governor of Pennsylvania, until the period of the Revolution, when it became an independent State.

But alas! the title to this territorial prize became a bone of contention to be wrestled

over for three-quarters of a century. In 1685, the Council of King James II ordered that "for avoiding further differences the tract of land lying between the Bay of Delaware and the eastern sea on the one side and the Chesapeake Bay on the other, be divided into equal parts, by a line from the latitude of Cape Henlopen to the fortieth degree of north latitude, the southern boundary of Pennsylvania by charter—and that the one-half thereof lying toward the bay of Delaware and the eastern sea, be adjudged to belong to his Majesty, and the other half to the Lord Baltimore, as comprised in his charter."

This would seem a very clear exposition, were it not for the uncertainty attending the site of Cape Henlopen. And there was much misunderstanding, apparently, as to the location of the fortieth parallel of north latitude. For a time the promontory opposite Cape May was entitled "Cape Cornelius," and the "false cape" at Fenwick's Island was called "Cape Henlopen." Certainly there was a transposition of these capes on the ancient charts—a circumstance inexplicable by historians. However, in 1732, an agreement was consummated by the sons of William Penn and the great grandson of Cecilius Calvert, which allayed friction for a while. It is in this agreement that we discover the secret of the unusual boundary lines. It was conceded by both parties that "a semi-circle should be drawn at twelve English statute miles around New Castle, agreeably to the deed of the Duke of York to William Penn, in 1682; that an east and west line should be drawn, beginning at Cape Henlopen, then admitted to be below Cape Cornelius, and running westward to the exact middle of the peninsula, between the two bays of Chesapeake and Delaware; from thence and the end of the line intersecting it in the latitude of Cape Henlopen, a line should be run northward, so as to form a tangent with the periphery of the semi-circle at New Castle, drawn with the radius of twelve English statute miles, whether such line should take a due north course or not; that after the said northwardly line should touch the New Castle semi-circle, it should be run further northward until it reached the same latitude as fifteen English statute miles due south of the most southern part of Philadelphia; that from the northern point of such line a due west line should be run, at least for the present, across the Snsque-

hanna river, and twenty-five miles beyond it—and to the western limits of Pennsylvania, when occasion should require it; that that part of the due west line not actually run through, though imaginary, should be considered to be the true boundary of Maryland and Pennsylvania, etc."

Subsequently troubles again arose, and in 1737 the King's Council was petitioned for a new order. But a truce was patched up once more; and in harmony with a definite understanding between the parties, commissioners were appointed to run a temporary line between Maryland and Pennsylvania. The work proceeded in 1739, but was threatened with interruption by sickness in the family of one of the commissioners representing Maryland. His coadjutor declined to bear the responsibility alone, when the Pennsylvania commissioners prosecuted the work until the most western of what was then termed the "Kittochtinny Hills" was reached.

Next the matter got into Chancery, of which Dickens draws so dreary a picture in "Bleak House"; and it was not until 1750 that a final decision was rendered. For five days Lord Baltimore's counsel argued against the agreement, alleging vagueness, etc., but Lord Chancellor Hardwicke directed that new commissioners should be appointed within three months to carry out the articles of agreement of 1732. He also ordered that the center of the semi-circle should be fixed "as near the center of the town of New Castle as may be," and that Cape Henlopen be considered to be situated as in the chart—at Fenwick's Island, about fifteen miles south of the present cape of the same name.

Even yet there were lingering difficulties; for Lord Baltimore insisted that the radii of the semi-circle should be measured superficially, without allowing for the inequalities of the ground. Chancery disposed of this singular contention in 1751; but clouds of dispute still hovered over the project until 1760, when a final agreement gave the quietus to opposition.

It is amusing to read that the survey commenced with a stone pillar "east of the mulberry tree on Fenwick's Island," sculptured with the arms of the contracting parties. The work of the commission proceeded very slowly. What were called "vistas" were cut through the forest, and measurements were made with the common chain held as nearly horizontal as

possible, poles stationed along the vistas being sighted. At the end of three years little more was accomplished than the establishment of the peninsular line and the measurement of a radius. Thus there was left to be ascertained, "the tangent, from the middle of the peninsular line to the tangent point, the meridian from thence to a point 15 miles south of the most southern part of Philadelphia, with the arc of the circle to the west of it, the 15 miles distance, and the parallel of latitude westward of its termination."

Two figures destined to become distinguished now appear on the scene. It chanced that the Penns and Lord Baltimore were in London in 1763. Here they met and engaged Charles Mason and Jeremiah Dixon, "two mathematicians and surveyors," to determine all the undetermined boundaries of the much disputed American territory. Accordingly these gentlemen departed for Philadelphia in the late fall, received their instructions and commenced their duties before the close of the year. They ascertained the latitude of the southernmost part of Philadelphia, agreeing upon a point in the north wall of a house occupied by Thomas Plumstead and Joseph Huddle, on the south side of Cedar street, 39 degrees, 56 minutes, 29.1 seconds (afterwards corrected by Graham to read 39 degrees, 56 minutes, 37.4 seconds) north, and measured 31 miles westward—doubtless from the Delaware's brink—to the forks of the Brandywine, where they established a marker known to the country folk as the "Star-gazers' Stone." From this point a line 15 miles due south was run to a post marked "West;" thence a line to a post "Middle;" at the middle point of the peninsular line stipulated from Fenwick's Island to Chesapeake Bay; and thence they ran the tangent line.

In the autumn of 1764 they produced a parallel of latitude westward as far as the Susquehanna; after which they went to the tangent point, and ran a meridian line northward until it intersected that parallel, at the distance of 5 miles, 1 chain and 50 links. This last point is the eastern extremity of the famous "Mason and Dixon Line," the northeast corner of Maryland. It is situated in a little dell, on the margin of a brooklet, with wooded hills of oak and chestnut for a background. A low stone, engraved on the north and east sides with the letter P, and on the west

and south sides with the letter M, thus modestly tells the story of territorial boundaries, and suggests a volume of historical memories.* Most momentous of all the invisible line to the westward was long the synonym of the division between the free and the slave sections of the Union; and recalls the sorrowful strife, which, among other results, so strangely eventuated in the obliteration of this symbolic division. Many years ago prize-fighters availed themselves of its protection; for when the sheriff interrupted their brutal play, at a moment's alarm they could find safety "across the line."

Messrs. Mason and Dixon next described that portion of the semi-circle round New Castle that fell westward of the meridian, or due north line, from the tangent point. This dainty arc, or bow, is about a mile and a half long, and its middle width 116 feet. Certainly it is a curio within a curio. It is the only portion of the semi-circle that these now famous surveyors ran.

The great boundary line was now traced due west for more than 230 miles, to an Indian war-path; where an original—or aboriginal—Proprietary, not invariably consulted in the apportionment of American lands, effectually issued an injunction upon further proceedings.

Stones were erected at the end of every mile, for the distance of 132 miles, to near the foot of Sidelong Hill; each five-mile stone bearing the arms of the Penns on its north side, and the tokens of the Baltimores on its south face. These stones, of calcareous rock known as Oolite, were brought from England. When this time-honored line was surveyed, in 1849, it was discovered that some of the stones had been appropriated as steps, or chimney-pieces. The corner stone had been supplanted by a stake.

Beyond Sidelong Hill, piles of stones six or eight feet high at the end of each mile served as markers as far as the summit of the Alleghenies; and the remainder of the survey was indicated by posts surrounded with stones.

Other surveyors completed the southern boundary line of Pennsylvania in 1782-4. As for Messrs. Mason and Dixon, they reported the interference of the Indians, and received an honorable discharge after

*The original stone having been broken was mended with iron clamps held in place by lead. Tradition affirms that the lead was picked out for Continental bullets.

their four years' service. The total cost to the Penns for surveys from 1760 to 1768 was 34,200 pounds, Pennsylvania currency. The customs of a century and a half ago are illustrated in the note that during the attempt of 1750 to settle the boundary disputes, a hogshead of port wine, eleven gallons of spirits and forty-two gallons of rum were consumed.

The radius of 12 miles from New Castle was found to be two feet, four inches too short. The error of the tangent point gave Maryland one and three-quarters acres too much territory at the expense of Delaware. A Commission, in 1849, finding the marks along the semi-circle obliterated, placed a stone marked "Tangent" at the tangent point, with the date "1849" on the north side. A post rounded on its west face and marked "1849," was established at the meridian of the little arc. At the junction of the three States a triangular post of cut granite was set up, with "P," "D," "M" on the respective sides, and the inscription,

"Refixed

By

H. G. S. Key of Md.

J. P. Eyre of Pa.

G. R. Riddle of Del.

Commissioners

1849."

on the north side.

Some two miles southwest of Newark, Delaware, a signboard on the Baltimore & Ohio Railroad indicates the crossing of the Maryland line. In the adjacent woods, south of the track, a wire fence leads to the intersection point, perhaps a hundred yards distant. The quiet of the leafy shade helps the visitor to meditate upon the past, and sip from the fountain of colonial history.

But Time's ruthless hand and the iconoclasm of thoughtless folk are inevitable factors in all human affairs. Vandals have chipped away the initials of the commissioners and the finals of the States, while the "1" of "1849" has disappeared also. In 1900 a new survey was ordered by the States of Pennsylvania and Maryland, the work to be accomplished under the direction of a commission composed of the Superintendent of the United States Coast and Geodetic Survey, the Secretary of Internal affairs of Pennsylvania, and the Director of the Geological Survey of Maryland.

However, the minor errors incidental to the operations of ancient times will probably be ignored to all time, and the wisdom of the Commission of 1849 extolled, in making no change in the time-honored landmarks.



LOVE ALL HE HAD TO LEAVE.

Poor and Insane, Left a Beautiful Will.

FROM THE NEW YORK "TIMES."

THE last will and testament of Charles Lounsbury, who died in the Cook County Asylum at Dunning, Ill., was a most remarkable document. Here it is:

"I, Charles Lounsbury, being of sound mind and disposing memory, do hereby make and publish this, my last will and testament, in order as justly as may be to distribute my interest in the world among succeeding men.

"That part of my interest which is known in law and recognized in the sheep-bound volumes as my property, being inconsiderable and of no account, I make no disposal of in this my will.

"My right to live being but a life estate, is not at my disposal, but, these things excepted, all else in the world I now proceed to devise and bequeath:

"Item: I give to good fathers and mothers, in trust for their children, all good little words of praise and encouragement, and all quaint pet names and endearments, and I charge said parents to use them justly and generously, as the needs of their children may require.

"Item: I leave to children inclusively, but only for the term of their childhood, all and every, the flowers of the fields and the blossoms of the woods, with the right to play among them freely according to the customs of children, warning them at the same time against thistles and thorns. And I devise to children the banks of the brooks, and the golden sands beneath the waters thereof, and the odors of the willows that dip therein, and the white clouds that float high over the giant trees. And I leave the children the long, long days to be merry in, in a thousand ways, and the night and the moon and the train of the Milky Way to wonder at, but subject, nevertheless, to the rights hereinafter given to lovers.

"Item: I devise to boys jointly all the useful

idle fields and commons where ball may be played; all pleasant waters where one may swim; all snowclad hills where one may coast, and all streams and ponds where one may fish, or where, when grim winter comes, one may skate; to have and to hold the same for the period of their boyhood. And all meadows with the clover blossoms and butterflies thereof, the woods and their appurtenances, the squirrels and birds, and echoes of the strange noises, and all distant places which may be visited, together with the adventures there found. And I give to said boys each his own place at the fireside at night, with all pictures that may be seen in the burning wood, to enjoy without let or hindrance and without any incumbrance of care.

"Item: To lovers, I devise their imaginary world, with whatever they may need, as the stars of the sky, the red roses by the wall, the bloom of the hawthorn, the sweet strains of music and aught else by which they may desire to figure to each other the lastingness and beauty of their love.

"Item: To young men jointly I devise and bequeath all boisterous, inspiring sports of rivalry, and I give to them the disdain of weakness and undaunted confidence in their own strength, though they are rude; I give them the power to make lasting friendships, and of possessing companions, and to them exclusively I give all merry songs and brave choruses, to sing with lusty voices.

"Item: And to those who are no longer children or youths or lovers I leave memory, and I bequeath to them the volumes of the poems of Burns and Shakespeare and of other poets, if there be others, to the end that they may live over the old days again, freely and fully, without title or diminution.

"Item: To our loved ones with snowy crowns I bequeath the happiness of old age, the love and gratitude of their children until they fall asleep."

FROM THE CHICAGO "EXAMINER."

A man and his love for a maid;
That is the novel.
Some writers want the scene laid
Inside a novel.
Some treat of cottage or hutch
Only with malice.
Nothing will answer for such
Short of a palace.

A maid and her love for a man;
That is the story.
Told since the world first began,
'Tis getting hoary.
Though by the crate and the bale
Novels we're getting.
Each but sets forth the old tale
In a new setting.



Stub Ends of Thought

By ARTHUR G. LEWIS.



IF we will study ourselves thoroughly and form a correct diagnosis, based on experience and research, we have, to a large extent, secured a general impression of all mankind.

WEAK minds endeavor to enter into an understanding with strength, and effect such a compromise as will most easily serve the object of their purpose.

WHAT some people call bad luck is really nothing more than ill judgment and lack of self-confidence.

GRIEF is often only the night of to-morrow's dawn; and to-day's failures frequently the father of to-morrow's success.

THE world, to a large extent, will recognize a man at his own valuation and personal estimate.

HONEST and unselfish love finds its sole compensation within the circle of appreciation.

GOD help all the poor, little human parasites that cling, without compensation, like barnacles, upon the hull of those who feel in honor bound to harbor and support them.

THE butterfly of love may be short lived, but what a beautiful creature it is during its momentary existence upon the rose of affection.

THOSE who really, earnestly and unselfishly love, never either doubt or misunderstand one another.

LET US make, through earnest effort, the best of to-day, and hope with confidence for something better to-morrow.

GOD is still God, just as the sun is yet the sun, notwithstanding the clouds that shadow it at times.

A GOOD name is an ever ready endorsement to-day for the security of to-morrow's payments, based on yesterday's transactions.

THE herald of hope will, with our endeavor, always keep ahead of fear, even though it may come quite close at times.

LITTLE minds note the small things of life with prejudice; and overlook larger matters beyond the circle of their comprehension.

RETROSPECTION.

By ARTHUR G. LEWIS.

Away down, deep in our heart of hearts,
Apart from passion's transient fire,
Far from the highway of our sins
And the demons of our desire,
There lives a memory, sacred sweet,
Through the faltering night of sorrow,
That helps us hope with repentant faith
For the glorious dawn of to-morrow.

And though like a mirage the hope appears
In our desert of doubt and care,
We, nevertheless, will happier be,
Because we have seen it there,
For, like a rose that fades and dies,
In its budding youth too soon,
We may view the flower with tearful eyes
In memory of its bloom.

"STUB ENDS OF THOUGHT" in book form, bound in silk cloth (104 pages), may be obtained from the author, Arthur G. Lewis, Norfolk, Va. Price \$1.00, postpaid.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O.
EAST AND WEST.BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON,
BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE JUNE 2, 1907.										
EASTWARD										
	No. 504 DAILY	No. 526 EXCEPT SUNDAY 5 HOUR	No. 522 DAILY	No. 528 EXCEPT SUNDAY	No. 502 DAILY	No. 524 4-HOUR LIMITED DAILY 6 HOUR	No. 508 DAILY	No. 516 DAILY	No. 514 DAILY	No. 512 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	PM	AM
Lv WASHINGTON	7.00	9.00	9.00	11.00	1.00	3.00	5.00	8.00	11.30	2.52
Lv BALTIMORE, CAMDEN STATION	7.55	9.50	9.52	11.50	1.55	3.48	5.00	8.00	12.35	3.46
Lv BALTIMORE, MT. ROYAL STATION	8.00	9.54	9.57	11.54	1.59	3.52	5.05	8.05	12.44	3.51
Ar PHILADELPHIA	10.15	11.52	12.11	2.02	4.05	5.50	8.19	11.45	3.06	6.00
Ar NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.15	6.30	8.00	10.40	3.20	5.40	8.32
Ar NEW YORK, 23D STREET	12.45	2.10	2.40	4.25	6.45	8.10	10.50	5.33	6.33	8.43
	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO
PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE JUNE 2, 1907.									
WESTWARD									
	No. 558 DAILY	No. 517 EXCEPT SUNDAY	No. 505 DAILY	No. 501 DAILY	No. 507 DAILY	No. 527 DAILY 5 HOUR	No. 509 ROYAL LIMITED DAILY 5 HOUR	No. 503 DAILY	No. 511 DAILY
LV. NEW YORK, 23D STREET	11.50 PM		7.50 PM	9.50 PM	11.50 PM	1.50 PM	3.50 PM	5.50 PM	6.50 PM
LV. NEW YORK, LIBERTY STREET	1.30 AM		8.00 PM	10.00 PM	12.00 PM	2.00 PM	4.00 PM	6.00 PM	7.00 PM
LV. PHILADELPHIA	4.15 AM	8.15 PM	10.17 PM	12.30 PM	2.17 PM	4.15 PM	6.12 PM	8.35 PM	9.21 PM
AR. BALTIMORE, MT. ROYAL STATION	6.45 AM	10.50 PM	12.13 PM	2.43 PM	4.15 PM	6.09 PM	8.09 PM	10.50 PM	11.23 PM
AR. BALTIMORE, CAMDEN STATION	6.50 AM	10.55 PM	12.17 PM	2.47 PM	4.20 PM	6.13 PM	8.13 PM	10.55 PM	11.27 PM
AR. WASHINGTON	7.50 AM	11.45 PM	1.12 PM	3.50 PM	5.20 PM	7.00 PM	9.00 PM	12.00 PM	12.22 PM
	AM	AM	PM	PM	PM	PM	PM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST
AND SOUTHWEST.

EFFECTIVE JUNE 2, 1907									
WESTWARD									
	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 15 EXPRESS DAILY	NOTE
LV. NEW YORK, 23D STREET	9.50 AM	11.50 AM	N 3.50 PM	5.50 PM	7.50 AM	11.50 PM	6.50 PM		
LV. NEW YORK, LIBERTY STREET	10.00 AM	12.00 PM	N 4.00 PM	6.00 PM	8.00 AM	1.30 PM	7.00 PM		
LV. PHILADELPHIA	12.30 PM	2.17 PM	N 5.12 PM	8.35 PM	10.17 AM	4.15 PM	9.21 PM		
LV. BALTIMORE, MT. ROYAL STATION	2.43 PM	4.16 PM	8.09 PM	10.50 PM	12.13 PM	7.45 PM	11.23 PM		
LV. BALTIMORE, CAMDEN STATION	3.00 PM	4.30 PM	8.00 PM	11.05 PM	12.22 PM	8.00 AM	11.32 PM		
LV. WASHINGTON	4.05 PM	5.30 PM	9.10 PM	12.40 AM	1.22 PM	9.10 AM	12.30 AM		
AR. DEER PARK HOTEL	10.12 PM			5.58 AM	7.13 PM	3.19 PM			
AR. PITTSBURG			6.45 AM		9.42 PM	6.20 PM	8.50 AM	LV 6.35 PM	
AR. CLEVELAND			12.00 PM						
AR. WHEELING (EASTERN TIME)		5.35 AM				9.00 PM		LV 8.30 PM	
AR. COLUMBUS (CENTRAL TIME)		5.45 AM						10.15 PM	
AR. CHICAGO		5.15 PM			9.45 AM	8.30 AM		8.30 AM	
AR. CINCINNATI	8.05 AM			5.35 PM		1.45 AM			
AR. INDIANAPOLIS	11.45 AM			10.35 PM		6.35 AM			
AR. LOUISVILLE	11.50 AM			9.30 PM		7.10 AM			
AR. ST. LOUIS	6.27 PM			7.28 AM		1.40 PM			
AR. OHATTANOOGA	6.15 PM			6.30 AM					
AR. MEMPHIS				8.15 AM					
AR. NEW ORLEANS	8.45 AM			8.10 PM					

Through Pullman Sleepers to all points. + Except Sunday. N—Connection east of Philadelphia is made with No. 509.
"Royal Limited." Note.—Direct connection at Cumberland with Train No. 55 from points east.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EFFECTIVE JUNE 2, 1907.									
EASTWARD									
	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUETTE LIM. DAILY	No. 14 EXPRESS DAILY		
LV. CHICAGO			5.00 PM	10.40 AM			8.30 PM		
LV. COLUMBUS				7.00 PM					
LV. WHEELING (EASTERN TIME)		5.00 PM		12.25 AM					
LV. CLEVELAND			8.30 PM		3.00 PM				
LV. PITTSBURG			8.00 AM		9.30 PM				
LV. ST. LOUIS	* 9.00 AM	1.45 AM				* 9.00 PM	1.15 PM		
LV. LOUISVILLE	2.10 PM	8.10 AM				* 9.25 PM			
LV. INDIANAPOLIS	3.00 PM	* 8.05 AM				4.12 AM			
LV. CINCINNATI	* 6.35 PM	12.10 PM				8.00 AM			
LV. NEW ORLEANS		9.10 AM				8.15 PM			
LV. MEMPHIS		8.40 PM				1.00 PM			
LV. OHATTANOOGA	6.20 AM	10.30 PM							
LV. DEER PARK HOTEL	6.44 AM	12.38 AM	* 10.15 AM			8.40 PM			
AR. WASHINGTON	12.40 PM	6.30 AM	4.42 PM	12.30 PM	5.41 AM	2.37 AM	10.25 PM		
AR. BALTIMORE, CAMDEN STATION	1.47 PM	7.50 AM	5.50 PM	1.47 PM	7.50 AM	3.42 AM	11.30 PM		
AR. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	6.05 PM	1.59 PM	8.00 AM	3.51 AM	12.44 PM		
AR. PHILADELPHIA	4.05 PM	10.15 AM	8.19 PM	4.05 PM	10.15 AM	6.00 PM	3.05 AM		
AR. NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 PM	6.30 PM	12.35 PM	8.32 PM	5.40 AM		
AR. NEW YORK, 23D STREET	6.45 PM	12.45 PM	10.50 PM	6.45 PM	12.45 PM	8.43 PM	6.33 AM		

Through Pullman Sleepers from all points. * Daily. + Daily except Sunday.

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No. 526. Five Hour Train. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Philadelphia to New York.

No. 523. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 528. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

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No. 505. Drawing Room Sleeping Car New York to Chicago. Dining Car, a la carte, New York to Philadelphia.

No. 501. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.

No. 507. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.

No. 527. Five Hour Train. Drawing Room Buffet Parlor Car New York to Washington.

No. 509. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hôte, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.

No. 511. Drawing Room Parlor Car New York to Philadelphia. Drawing Room Buffet Sleeping Car New York to Washington.

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No. 7. Chicago Express. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellefleur. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Pittsburg Night Express. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. St. Louis Express. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.

No. 11. "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Conneville to Pittsburg.

No. 5. "Chicago Limited." Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Washington to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve all meals.

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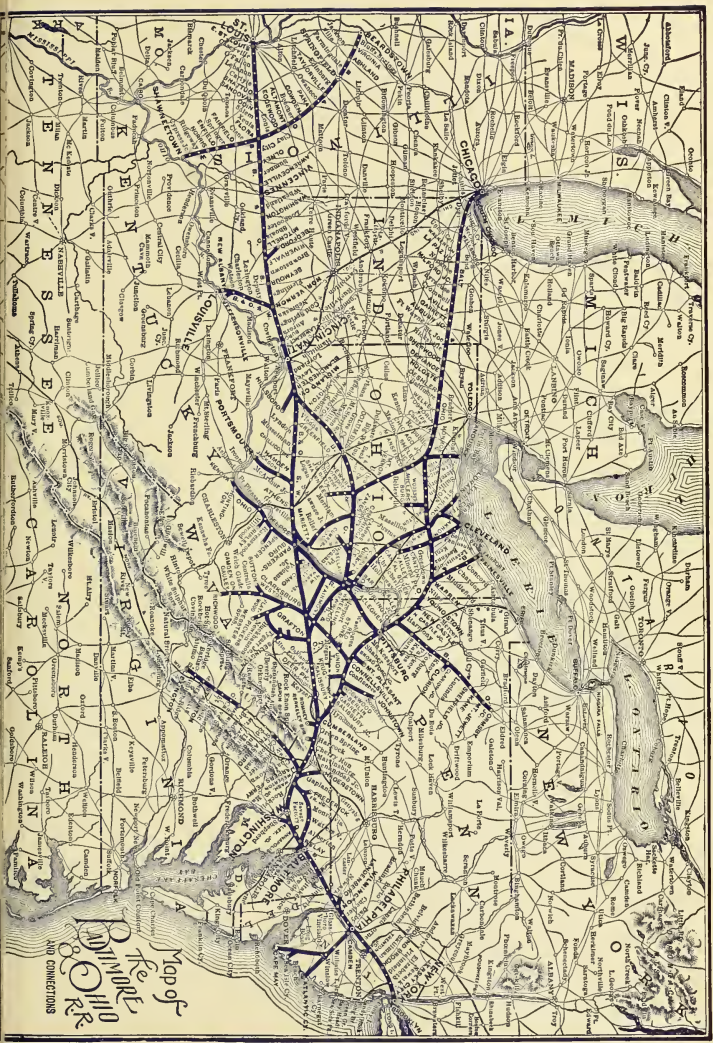
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the
RAILROADS
AND CONNECTIONS

Baltimore & Ohio R.R.

EAST AND WEST



CALENDAR - 1907



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
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22	23	24	25	26	27	28	22	23	24	25	26	27	28	22	23	24	25	26	27	28	22	23	24	25	26	27	28
29	30	31					29	30	31					29	30	31					29	30	31				

MAY							JUNE							JULY							AUGUST						
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SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
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29	30						29	30						29	30						29	30					

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Lv. Washington	3.00 pm
New Jersey Ave. and C St.	
Ar. Baltimore	3.44 pm
Camden Station.	
Lv. Baltimore	3.48 pm
Camden Station.	
Lv. Baltimore	3.52 pm
Mt. Royal Station.	
Ar. Wilmington	5.17 pm
Ar. Philadelphia	5.50 pm
24th and Chestnut.	
Ar. New York	8.00 pm
Liberty Street.	
Ar. New York	8.10 pm
23d Street.	

SOUTHBOUND.

Lv. New York	3.50 pm
23d Street.	
Lv. New York	4.00 pm
Liberty Street.	
Lv. Philadelphia	6.12 pm
24th and Chestnut.	
Lv. Wilmington	6.44 pm
Ar. Baltimore	8.09 pm
Mt. Royal Station.	
Ar. Baltimore	8.13 pm
Camden Station.	
Lv. Baltimore	8.16 pm
Camden Station.	
Ar. Washington	9.00 pm
New Jersey Ave. and C St.	

BOOK OF THE ROYAL BLUE.

AUGUST, 1907.

CONTENTS.

	Page
Washington's Heroes in Bronze.....By F. J. Young	1
"These Days".....By W. J. Lampton	8
Bill Nye, to Whose Memory a Monument is to be Erected	9
The "Monitor" and "Merrimac".....	13
The Passing of the Moonshiner, and the Rise of Prohibition in the South.....	15
Old Money Pouring into the Treasury	17
Electric Fans an Adjunct to Comfortable Travel...	19
Stub Ends of Thought } "The Dreamer" }	By Arthur G. Lewis 21

ILLUSTRATIONS

Washington's Heroes in Bronze —

Daniel Webster.....	Frontispiece
Andrew Jackson	1
Washington, LaFayette	2
Rochambeau, Logan	3
Farragut, McClellan	4
McPherson, Thomas	5
Sherman Monuments.....	6
General Scott	7
The Anchor of the "Merrimac".....	13

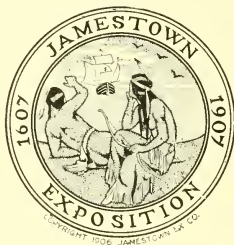
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New York to Washington



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BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY

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WILLIAM ELLIOTT LOWES, EDITOR.

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BALTIMORE, AUGUST, 1907.

No. 11.



ANDREW JACKSON.

WASHINGTON'S HEROES IN BRONZE.

BY F. J. YOUNG.

IN the days when the Capitol City was a straggling village, and the broad streets and avenues which were then planned for the great city it has since become, were only dirt roads thinly bordered by shabby dwellings, and the Government buildings were separated by wide stretches of open space, some traveler in derision called it the "City of Magnificent Distances." But that was long ago and this name has been outgrown, and if a descriptive title were now needed it could be called the "City of Parks and Statues." The conformation of the city where the streets and avenues intersect lends itself to ornamentation by making open spaces,

triangular or round, and many of these little parks are ornamented by statues in marble or bronze of our nation's eminent men. These reservations, 312 in number, vary in size. The grounds are carefully laid out with flowers and foliage plants and some of the larger are provided with seats for the use of visitors and in several of the principal ones Government bands play one or more evenings a week during the summer months.

In 1853 a bronze statue of Andrew Jackson was placed in the center of LaFayette Square, opposite the White House, in which he had a stormy career as president. This is the work of Clark Mills and is said



WASHINGTON.

to be the first of the kind cast in America. The General is shown in full uniform, with uncovered head, seated on a rearing steed which seems to defy the laws of gravitation as the fore part of the horse is unsupported, the weight of the hind quarters supplying the necessary balance. At each corner is a brass cannon of an ancient type, in which birds build their nests, and this is a favorite resort for nurses and children, who make a peaceful background for the warlike figure.

At Pennsylvania Avenue and 23d Street, in a beautiful circle, is another of the works of the same artist, which shows Washington mounted on a spirited charger and with drawn sword. This is said to be intended to represent him when he met General Lee at the head of his retreating troops at Monmouth. Tradition tells us that on that occasion Washington's language was forcible and not such as one gentleman generally uses on meeting another. The uniform shown was copied from the original, now in the National Museum. The material used by the artists in making these two statues was obtained by melting British cannon captured in the war of 1812.

At the southeast corner of La Fayette Square is a group by a French artist, showing La Fayette and four of his compatriots, and on the opposite corner is Admiral

Rochambeau, also the work of a Frenchman. It is proposed to erect memorials on the other corners of this square, one to General Kosciusko, the Polish patriot who cast his lot with the struggling colonists during the Revolution, and the other to Baron Steuben, the German organizer who did much to bring the Continental troops from a mob with guns into a disciplined army.

From a lofty pedestal south of the Treasury Department, General Sherman surveys Pennsylvania Avenue. About here it was that he turned his horse at the grand review in 1865, and as he looked back at the glittering columns of his marching troops, following the faded battle flags, said to an aide, "There is the finest army on earth, and this is the proudest and happiest day of my life."

The pedestal is ornamented with brass tablets illustrating scenes in his campaigns and some of his principal subordinates, while bronze figures seven feet high stand at the four corners, showing the different branches of the service.

At 10th Street and Pennsylvania Avenue Benjamin Franklin's marble form is seen, and two blocks farther down, on the south side, is John A. Rawlins, General Grant's Chief of Staff and first Secretary of War,



LA FAYETTE

in bronze. He is dismounted and has his field glasses in his hands. Diagonally across the Avenue is the soldierly Hancock, mounted, and apparently surveying a field of battle on which he is moving his men. A few blocks further is Albert Pike, in marble, the gift of the Masonic fraternity to the city.

At the foot of the Capitol is the marble group known as the "Peace" or "Naval" monument, erected to honor the memory of the sailors who died in the Civil War. Not far distant is the bronze figure of Garfield, soldier, statesman, president and martyr. He is in civilian dress and holds a folded manuscript in his hand as though about to address a gathering. Near the western entrance to the Capitol is the sitting, life-sized figure of John Marshall, the great chief justice. The grounds east of the Capitol are adorned (or some think defaced) by Greenough's gigantic marble representation of Washington. This has an interesting history. Congress gave Greenough a carte blanche commission to prepare a statue to be placed in the Capitol. Going to Italy he spent some years in the work, which shows the first president in the costume of a Roman senator, naked to the waist, and sitting with uplifted hand. Some difficulty was experienced in trans-



ROCHAMBEAU.

porting the finished work to Genoa, from whence it was to be shipped to this country. A war vessel was sent to bring it to America, but no measurements had been made and it was found impossible to get it down the hatchway. A merchant vessel was then secured and in due time it reached this city, where it was much criticised. So much criticised, in fact, that at one time it seemed as though it would not be accepted by Congress. One excited member said it was an insult to the memory of Washington to represent him as appearing in public without a shirt. Being accepted, it was necessary to remove the doors of the Capitol and cut fourteen inches from the walls to admit it, and it was also found necessary to build an extra wall to support the twenty-one tons it weighed. Placed in the center of the rotunda it dwarfed all its surroundings and was finally moved out of doors. It is necessary to box it in the winter to protect it from snow and sleet.

About a mile east of the Capitol is a group known as "Emancipation," showing Lincoln striking the shackles from a kneeling negro. The auction block, whipping post and whip are shown. This was paid for by the contribution of freed slaves, and Frederick Douglass delivered the oration when



LOGAN



FARRAGUT



MCCELLEAN



McPHERSON.

dedicated in 1876. Another figure of Lincoln stands on a column forty feet high in front of the City Hall, but is dwarfed by the height of the column.

Not far from the Capitol is one of the Revolutionary heroes, Gen. Nathaniel Greene, in Continental uniform, mounted.

In a triangle on Vermont Avenue is the fine memorial erected to the memory of General McPherson by the Army of the Tennessee. He fell at the head of his men in the Atlanta campaign and is shown mounted, and this year a sparrow has reared her brood in one of the stirrups.

On 14th Street, where several streets and avenues intersect, forming "Thomas Circle," stands one of the finest bronzes in the country, that of Gen. G. H. Thomas, "The Rock of Chickamauga." A Virginian by birth, he was at first distrusted by the Union authorities, as there was a fear the pressure brought upon him might induce him to go with his state, but he rapidly came to the front and on many fields proved his loyalty. His victory at Nashville so thoroughly destroyed several corps of Hood's men that they never came together again. He is shown holding the reins of his spirited horse, with uncovered head gazing toward his native state.

Across the street the heroic figure of Martin Luther stands in

front of the church bearing his name. Two blocks farther west Gen. Winfield Scott, massive and broad-shouldered, bestrides a massive steed; the weight of the horse and man is about sixteen tons. A pedestrian figure of Scott also stands in the grounds of the Soldiers' Home. Both of these are made of material from captured Mexican cannon.

The naval heroes of rank are represented by Admirals Dupont and Farragut, which stand in the parks to which their names are given. Farragut's stalwart likeness was cast from the propeller of the ship to the mast of which he was strapped on that August day when he set the historical signal, "Damn the torpedoes! Go ahead!" and forced his way into Mobile Bay in the face of torpedoes, iron-clads and forts.

In Iowa Circle, Gen. John A. Logan is shown, mounted, in the uniform of a major-general. The pedestal is ornamented by copper tablets, one showing the General presiding at a council of war, and another taking the oath as Senator. These tablets show likenesses of a number of noted men, but their historical accuracy has been questioned.

The latest addition to the men on horseback is General McClellan, whose statue was recently placed on an elevation on Connecticut Avenue. He appears to be



THOMAS.



SHERMAN MONUMENT. LOOKING WEST



SHERMAN MONUMENT. LOOKING TOWARD WHITE HOUSE AND TREASURY



SCOTT.

surveying the Virginia hills. At other places appear Daniel Webster, orator and statesman; Hahnemann, the father of homeopathy; Gross, the great surgeon; Henry, the scientist; Daguerre, the discoverer of the art of taking pictures by the aid of the sun.

On the grounds of the Army War College is the bronze statue of Frederick the Great, presented by Emperor William of Germany. It is proposed to make this one of a group of the World's greatest conquerors: Julius Caesar and Napoleon being chosen for the others.

Of course, among so many works of different artists there are some which are open to criticisms of various sorts, but the general effect is good, and they add much to the attractions of the city.

Among others planned, the model for a massive memorial to General Grant has been accepted. The equestrian figure of the General is shown surrounded by auxiliary groups representing artillery and cavalry.

For several years an equestrian statue of General Sheridan has been contemplated. The spectacular ride of Sheridan, illustrated by Buchanan Reed's poem and spirited painting has caused much of his brilliant service to be overlooked, as Tennyson's Charge of the Light Brigade has immortalized a blunder involving a few hundred men, while the work of thousands who accomplished something has been forgotten. It is safe to say that when Sheridan is mentioned the hearer thinks first of that ride over the Virginia hills, and it is hoped that the sculptor will succeed in reproducing man and horse to give effect to the lines:

"Hurrah, hurrah, for Sheridan!

Hurrah, hurrah, for horse and man!

And when their statues are placed on high,

Under the dome of the Union sky,

The American soldier's temple of fame,

There, under the glorious General's name,

Be it said in letters both bold and bright,

'This is the steed that saved the day

By carrying Sheridan into the fight

From Winchester twenty miles away.'"



THESE DAYS.

WILLIAM J. LAMPTON, IN "PEARSON'S MAGAZINE."

*Pray,
What is to-day
That it should be worse than the early days?
Are the modern ways
Darker for all the light
That the years have shed?
Is the right
Dead—
Under the wheels of progress
By the side of the road to success,
Bleeding and bruised and broken,
Left in forgetfulness?
Is truth
Stronger in youth
Than in age? Does it grow
Feeble with years, and move slow
On the path that leads
To the world's needs?
Does man reach up or down
To take the victor's crown
Of progress in science, art and commerce?
In all the works that plan
And purpose to accomplish
The betterment of man?
Does the soul narrow
With the broadening of thought?
Does the heart harden
By what the hand has wrought?
Who shall say
That decay
Marks the good of to-day?
Who dares to state
That God grows less as man grows great?*

BILL NYE.

The Famous Humorist to Whose Genius and Memory a Monument is to be Erected.

BILL NYE of Laramie was a newspaper humorist of his own individual type; he barely entered the middle stage of life before he was taken away, only forty-six years old, eleven years ago. When Nye was discovered as a humorist, he owned a mule and a newspaper at Laramie, Wyoming, both of which went by the same name of *Boomerang*. The mule coming first, and the most important of the two, became the namesake of the newspaper. Before the mule entered the arena, Nye was a lawyer, and finding he could not manage law and the mule both, gave up law.

Edgar Wilson Nye was born at Shirley, Me., in 1850; he told with pardonable pride how at the age of two years he took his parents to Wisconsin and grew up on a farm. Though Mr. Nye from time to time furnished the world with much autobiographical information, there is quite a wide gap between the Maine village and the Wyoming struggles, but he once remarked that when he was fifteen years old his father died and he took charge of the 200-acre farm in Wisconsin. It is not to be doubted that he grew up with more than a speaking acquaintance with hard work on the farm; this may account for the familiar ease with which he wrote of mules, turnips and other farm products.

The world has a wholly erroneous impression of Bill Nye's personal appearance; this is due chiefly to Walt McDougall, the comic artist who illustrated Mr. Nye's weekly output for several years. It is true that during the latter period of his life the humorist was bald on the top of his head, but he had quite a fringe of hair at the sides and rear. There is a photograph of him taken in 1879 when he was editor of the Laramie *Boomerang*, which shows him with a full set of whiskers, though a fur cap serves to leave the matter of his upper baldness at that period an open question.

The McDougall pictures, although they enhanced the humor of Nye's writings, were not pleasing to Nye himself. It is related that Nye requested the managing editor of the American Press Association, which syndicated his weekly letters during

the last seven years of his life, to get another artist; McDougall, he said, made him look ridiculous. Accordingly, the artist C. G. Bush was cast for the Nye performance, but the newspapers taking the service forthwith emitted such a roar that it was deemed necessary to return to Mr. McDougall. Mr. Bush's pictures were good, but they had too much hair to suit the public, which had been dieted on baldness until baldness and Nye became brothers.

"Let me illustrate the stuff myself, then," requested Bill Nye.

Now, Mr. Nye was a humorist, but not an artist, nevertheless he was permitted to execute some crude sketches which were funny while they lasted, but eventually the McDougall pictures replaced all substitutes. Nye was by no means a hairless living skeleton, though he was tall, nearly six feet, and slim. After he became famous he always shaved clean, perhaps on the theory that it would look ridiculous to have his hair on the wrong end of his head. He wore clothes, he confessed, to cover his body, and it must be admitted that he did not waste his time in studying the Parisian fashions; but he dressed pretty much as the average man dressed and therefore was in no sense a comic Sunday supplement at large. Nye was, in fact, a measurably handsome man. Walt McDougall's idea seems to have been that he must make Nye's personal appearance as exaggeratedly funny as were his writings, which accounts for the fact that those who did not know Mr. Nye by sight, continue to think of him as a cadaverous scarecrow with a benevolent grin on its face.

As a youth Nye put in six sorrowful months trying to read Blackstone, Coke, Chitty and other favorite authors in a Wisconsin law office. He always maintained that he could read those authors over and over again and find them just as fresh and novel as at the first reading. Nevertheless he managed to be admitted to the bar at Laramie, Wyo., in 1876, where he settled down and made a feint at practising law. For pastime and income he sent a weekly letter of correspondence to the *Cheyenne Sun*, for which he received \$1 per column. In one of his numerous autobiographical



THOMAS AUGUSTIN DALY.
President American Press Humorists, Philadelphia.



FRANK THOMPSON SEARIGHT.
Secretary-Treasurer American Press Humorists, Los Angeles.

confessions he states that his income from this source was nearly \$60 a year. This, he said, was so much more than he made at the law that he determined to sink deeper into journalism. So he secured a regular job on the *Laramie Sentinel* at \$12 a week. For a short time he worked in Denver as a reporter on the *Tribune*, the paper on which Eugene Field somewhat later made his first reputation as a humorist. Returning to Laramie, Nye established the *Boomerang*, which boomed once a week. He was also elected, appointed and otherwise erected into the dignities of justice of the peace, police magistrate, United States commissioner, postmaster and superintendent of schools. They called him Judge Nye, which, no doubt, helped some.

But being the official Pooh Bah of Laramie was not particularly lucrative. Nye worked so hard to make a living that his health broke down. The *Boomerang* was not financially successful. He resigned his multitudinous offices. He wrote to the postmaster-general that he would find the key of the postoffice under the door mat. Then Mr. Nye returned to the vicinity of his former home in St. Croix county, Wis., to recuperate. That was about the year 1883.

The project to build a monument to Bill Nye had its birth at the second Annual Convention of the American Press Humorists in St. Louis in 1904; the subject was brought up again at the third meeting in Cleveland, and at the fourth meeting at Philadelphia last year. But the fifth annual

meeting to be held at Los Angeles, Cal., during the week beginning September 15th of the present year, will probably see substantial results by way of cash in the treasury, on account of the subscription list which has already been started for this purpose; and the main purpose of the coming convention will be to further the Nye memorial. The present plan is to erect a monument to him at Laramie, Wyoming, where most of his best work was produced. This plan has met with the hearty co-operation of almost all of the humorists and lovers of funny literature in the country. During convention week a monster benefit entertainment will be given, at which some of the best known humorists in the United States will participate.

Nobody seems to have a conception of a serious prosaic monument to the veteran laugh producer. Suggestions have come to the secretary of the association, but all of them are of the humorist type. One Chicago artist suggested Nye astride his famous "kleptomaniac" government mule, *Boomerang*. All of the suggestions and designs received show the humorist as baldheaded. It is the Nye the public knew that they wish to immortalize.

The American Press Humorist Association had its first call to convention in Baltimore in May, 1903. About forty-six members of the so-called association were present and the organization started off with a boom.

New officers are elected each year. During the present year Mr. Thomas

Augustin Daly of the *Catholic Standard and Times*, Philadelphia, is President; Mr. Robert D. Towne, editor of *Judge*, New York, Vice-President; Mr. Frank Thompson Searight of Los Angeles is Secretary and Treasurer, and the indefatigable boomer for the Nye monument. Robert J. Burdette, more affectionately known as "Bob," is Perpetual Parson and Pastor Emeritus. He lives at Pasadena, Cal., and of course will be at the convention and will no doubt head the program and introduce the other speakers at the big entertainment.

The association will issue a book, the sale of which will go toward the monument fund; it will contain a contribution, photograph and autograph of every one of the 113 members of the association. The members who knew Nye, and old Laramie citizens who were associated with him, will contribute a series of anecdotes and reminiscences none of which have ever before been published.

Notwithstanding it is a cross-country run, many members of the Association have already declared their intention to be at Los Angeles for the convention. Two of the most prominent members, however, will not be there.

Mark Twain, the dean of humorists, in response to an invitation, wrote: "I have resolved never to make another land voyage that can be avoided, either honorably or otherwise."

James Whitcomb Riley, who was an old friend of Nye's, and who traveled with him in joint entertainment, telegraphed: "Complex work and ill health deny my presence, but am with your righteous endeavor in spirit and perfect faith of its success." But there are acceptances from many of the leading humorists in the following membership list whose names are far more familiar to many of the present generation than that of Nye, inasmuch as they represent over a thousand newspapers and publications of the United States:

THE AMERICAN PRESS HUMORISTS.

MEMBERSHIP.

President: Thomas Augustin Daly, *Catholic Standard and Times*, Philadelphia.
 Vice-President: Robert D. Towne, editor of "Judge," New York City.
 Sec.-Treas.: Frank Thompson Searight, Los Angeles.
 Perpetual Parson and Pastor Emeritus, Robt. J. Burdette (Bob Burdette), Pasadena, Cal.

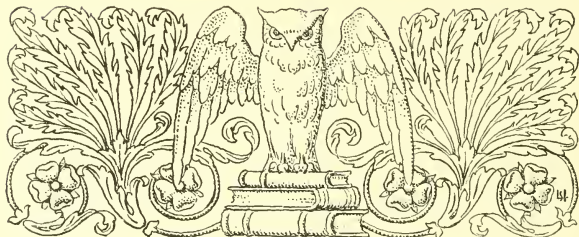
Samuel L. Clemens (Mark Twain), New York City.
 Melville D. Landon (Eli Perkins), New York City.
 John Kendrick Bangs, Rye, N. Y.
 Charles Battell Loomis, Hackensack, N. J.
 Strickland W. Gillilan, Slayton Lyceum Bureau, Chicago.
 Edmund Vance Cooke, 30 Mayfield Road, Cleveland, Ohio.
 Judd M. Lewis, Houston, Tex., Post.
 Wilbur D. Nesbit, Chicago Tribune.
 S. E. Kiser, Chicago Record-Herald.
 Frank L. Stanton, Atlanta Constitution.
 George V. Hobart, New York American.
 R. F. Outcault, Staten Island, N. Y.
 Eugene Zimmerman (Zim), "Judge," New York City.
 James Montgomery Flagg, "Judge," New York City.
 Holman F. Day, Portland, Maine.
 Wex Jones, New York American.
 William F. Kirk, New York American.
 James J. Montague, New York American.
 Duncan M. Smith, Chicago News.
 Elliott Flower, Chicago Post.
 Will Reed Dunroy, Chicago.
 Lewis Allen Brown, Boston Journal.
 Newton Newkirk, Boston Post.
 James E. Sullivan, Boston Globe.
 Arthur Chapman, Denver Republican.
 James Barton Adams, Denver.
 A. U. Mayfield, Rocky Mountain News, Denver.
 J. C. Stuart, Denver Republican.
 Bide Dudley, Denver Post.
 Will Levington Comfort, Pittsburg Dispatch.
 Theodore H. Boice, Pittsburg Chronicle-Telegraph.
 Peter Pry Shevlin, Pittsburg Gazette.
 Arthur G. Burgoyne, Pittsburg Gazette.
 William T. Mossman, Pittsburg.
 Erasmus Wilson, Pittsburg Gazette.
 W. R. Rose, Cleveland Plain Dealer.
 W. G. Rose, Cleveland Plain Dealer.
 E. M. Robinson, Cleveland Leader.
 John W. Raper, Cleveland Press.
 George S. Applegarth, "Thoughts," Cleveland.
 Richard Keith Culver, Philadelphia.
 David Gibson, Cleveland Leader.
 F. W. Schaefer, Cleveland Press and Newspaper Enterprise Association.
 R. S. Graves, St. Joseph, Mo., News.
 A. L. Bixby, Nebraska State Journal, Lincoln.
 Will M. Maupin, The Commoner, Lincoln, Neb.
 Julius Hulff, Press, Norfolk, Neb.
 J. A. Edgerton, American Press Association, New York City.
 Robertus Love, American Press Association.
 W. J. Lampton, New York City.
 L. H. Robbins, Lincoln, Neb.
 Sam Scott Stinson, Greenwood Lake, N. Y.
 Arthur J. Russell, Minneapolis Journal.
 Charles Dennis, Minneapolis News.
 Edward Singer, Indianapolis Sun.
 W. M. Herschell, Indianapolis News.
 Willis Leonard Clanahan, St. Louis.
 Clark McAdams, St. Louis Post-Dispatch.
 T. K. Hedrick, St. Louis.
 Philander C. Johnson, Washington Star.
 Walter Juan Davis, American Cartoonist Magazine, Denver.
 Folger McKinsey, Baltimore Sun.

Victor A. Hermann, Baltimore.
 Harry P. Taber, Batavia, N. Y.
 John S. Ormsby, Cataract-Journal, Niagara Falls, N. Y.
 Grif Alexander, Dispatch, New Martinsville, W. Va.
 R. L. Pemberton, The Oracle, St. Mary's, W. Va.
 Henry Edward Warner, Baltimore.
 Victor Smith, New York Press.
 Franklin P. Adams, New York Mail.
 E. A. Oliver, Yonkers Statesman, Yonkers, N. Y.
 Howard S. Ruddy, Rochester, N. Y., Herald.
 John D. Wells, Buffalo News.
 C. W. Taylor, Chicago Tribune.
 Roy Farrell Greene, Arkansas City, Kan.
 Will T. Hale, Nashville, Tenn.
 Tom Loyless, Atlanta Constitution.
 C. A. Blakesley, Kansas City Star.
 Osman C. Hooper, Columbus Dispatch.
 McLandburgh Wilson, New York City.
 W. F. Griffin, Milwaukee Sentinel.
 Robert J. Burdette, Jr., Pasadena, Cal.
 Alvin T. Steinel, Wichita Daily Beacon.

W. H. Hunter, Omaha Bee.
 H. S. Harrison, Richmond Times-Dispatch.
 William Elliott Lowes, "Book of the Royal Blue," Baltimore.
 Frederick A. Smith, New York Sun.
 Everard Jack Appleton, Cincinnati Times-Star.
 H. R. R. Hertzberg, New Orleans Item.
 J. W. Foley, Bismarck, N. D.
 George Fitch, Peoria Herald-Transcript.
 Lowell Otus Reese, San Francisco Bulletin.
 Alfred J. Waterhouse, Sunset Magazine, San Francisco.
 John S. McGroarty, Los Angeles Times.
 Harry C. Carr, Los Angeles Times.
 William Hamilton Cline, Los Angeles Herald.
 Arthur J. Burdick, Los Angeles News.
 Winfield Hogaboom, San Pedro Times.
 Sam Davis, Carson Appeal.
 Walt McDougall, Atlantic City.

HONORARY.

David R. Francis, St. Louis, Mo.



THE "MONITOR" AND "MERRIMAC."

THE finding of what is supposed to be the "Merrimac's" anchor in Hampton Roads last February is most interesting, coming at a time when various modern war fleets of the world have displayed themselves in the famous Roads off the Jamestown Exposition.

The finding of the anchor itself is interesting. A coal-laden schooner, the "Mary Sanford," bound for a southern port, was about to get under way when she found difficulty in hauling her anchor; the tug boat "Chesapeake" went to her aid and the result was a heavy chain cable was brought to the surface. The schooner's anchor was freed and a line made fast to the chain which was then lowered again, the upper end of the line being attached to a buoy.

detail in an attractive booklet published by Captain E. V. White of Norfolk, who was a junior engineer aboard the "Merrimac" throughout her career; and during the battle was acting aid to the Commander, passing along to the engine department by gong and speaking tube, the Commander's orders. He was also of the party which blew up the "Merrimac" off Craney Island on May 11, 1862.

The following general facts concerning the history of the "Merrimac," are taken at random from Captain White's book:

"The Merrimac," by which name it is generally known in history in its engagement with the "Monitor," was a reconstructed vessel and named "Virginia" after its reconstruction. The original U. S. S. "Merrimac" was a steam frigate; her hull



THE "MERRIMAC'S" ANCHOR.

As the chain indicated the possibility of an anchor or sunken vessel, several attempts were made to raise it, but without success until a derrick barge was brought into service. The weight proved to be an anchor and chain weighing about five tons, and much larger than the average anchor of the present day, its flukes having a spread of ten feet from tip to tip. The shank is fourteen feet long and a foot thick. The stock is two feet through in the middle and was originally fourteen feet long, but part of one of the arms is gone.

The stock is of two pieces, shaped in the center to fit around the shank between shoulders, and the two pieces are held together by stout iron bands. The anchor is now on exhibition at Norfolk.

The story of "The First Ironclad Naval Engagement in the World" is told in

was built at Boston, Mass., and her engines at Cold Springs, N. Y., and she was placed in commission in 1855 with an armament of sixty guns and 650 men. She was considered to represent the best type of war ship then known and was sent to European waters as a specimen of the finest naval architecture then afloat. Returning after a four years' successful cruise she was put out of commission at the Portsmouth, Va., Navy Yard and after the evacuation of Norfolk and Portsmouth on April 19, 1861, she was dismantled and burned to the water line. After mature consideration the Confederate authorities determined to raise the "Merrimac," and upon her hull construct a powerful battery for the protection of the Norfolk harbor and the mouth of the James River. She was covered amidships with a roof 170 feet long,

built at an angle of 45 degrees, constructed of 20-inch heart pine and covered with 4-inch oak. Upon the wooden backing there were two iron plates two inches thick and seven inches wide, one laid horizontally and the other vertically, making the armament four inches thick. Her bow was armed below the water with a cast iron prow about 6 feet long to be used as a ram. Her ordnance consisted of ten guns; two 7-inch steel banded Brooke rifles mounted as pivot guns at the bow and stern; two 6-inch rifles of the same pattern and six 9-inch Dahlgren smooth-bore broadside guns. She had a crew of 350, most of whom had volunteered from the army for the occasion.

On March, 1862, the "Merrimac-Virginia" left the Navy Yard and passed down the Elizabeth River, heading directly for Newport News where the U. S. S. "Cumberland" and U. S. S. "Congress" lay riding at anchor blockading the James River. The "Congress" and "Cumberland" opened fire and the "Merrimac-Virginia" reserved her fire until within easy range, making an immense opening in the "Cumberland" with her bow rifle and following the shots by ramming her, the final blow which sank her. She then turned her attention to the "Congress," which was compelled to show the white flag. The "Congress" was blown up that

same night. The "Merrimac-Virginia" then returned to her anchorage behind Craney Island.

The possibilities of an iron-clad vessel, which seemed indestructible and which gave such a demonstration of its disastrous power, spread terror to the surrounding country. But that same night a strange object came floating down the sea; the enemy laughed and called her "A Cheese-box on a Raft." This was the Ericsson "Monitor" of the Federal Government. Early next morning, Sunday, March 9th, the Commander of the "Merrimac-Virginia" decided to complete the destruction of the "Minnesota," which had gone aground, when suddenly appeared the "Monitor," upon which the "Merrimac-Virginia" fired with her bow rifle but with no effect, closing in upon each other was fought the great naval battle which revolutionized the building of war vessels of the world. The fight lasted several hours. The "Merrimac-Virginia" was battered, but the "Monitor" apparently unhurt. Neither gave up.

The details of that conflict are left to history.

Two months later, on May 12th, the "Merrimac-Virginia" was run aground and destroyed above Craney Island by her own crew at the evacuation of Norfolk and Portsmouth by the Confederates.



THE PASSING OF THE MOONSHINER

And the Rise of Prohibition in the South.

FROM THE "NEWS" CORRESPONDENT.

MOONSHINERS, heroes of song and story and the stage, are about to disappear with the vanishing past, says the Washington correspondent to the *Baltimore News*. The death knell of this once prosperous, but illicit, business of making "mountain dew" has been sounded by public opinion, according to David A. Gates, chief of the internal revenue agents of the Treasury Department, who have labored for many years to exterminate it. Today throughout the entire moonshining district of the Southern States there are not ten legalized saloons. The stamp of public opinion so clearly written within the law is about to make its indelible impress on the hidden still without the law. It is the judgment of the men who have taken their lives in their hands in the fastnesses of the Southern mountains to face these criminals that the real solution of their difficulties is at hand.

There has never been a more attractive personality to the writer of fiction or the author of melodrama than the rugged moonshiner living on the craggy mountain side, with his primitive still hidden far back in the underbrush. He has invariably been made an object for the admiration and sympathy of those who came in contact with him through these mediums. A learned professor of the University of Chicago once said that the Cumberland mountain region of Kentucky and Tennessee, where the moonshiner abounds, affords one of the most fertile fields for the truthful portrayal of real Americanism. Descendants of Scotch-Irish parentage of early deep religious convictions, singing garbled ballads of the old Scottish border and relating traditional legends from Erin's isle, here sprang the heroes of King's mountain, and here the Federal Government found its sole solace among the Southern States in the bloody days of the Civil War.

There is another side to this unusual part of the American people. Perhaps the first moonshiners in the United States were those who fomented the Whisky Rebellion in Western Pennsylvania in the first administration of President Washington. This rebellion was suppressed only after the use

of Federal troops. There never has since been occasion to use an entire army for the suppression of moonshiners, but armed revenue officers have long patrolled the lone mountain trails in search of illicit stills. Nor have they succeeded in overcoming that dogged resistance to the internal revenue laws which came about through the eternal belief in nearly all moonshining localities that what is right for the father is right for the son.

In this connection it must be noted that the feudists of Kentucky have in many instances been numbered among the ranks of the moonshiners, and they have won for themselves the reputation among revenue officers of being among the fairest, yet the most dangerous, of their ilk in existence.

Those who have gone forth to fight the battles of the revenue law among the moonshiners of Kentucky, Virginia and Tennessee, the "wildcatters" of the Sand mountain districts of Alabama and the "blockaders" of South Carolina and Georgia, know them all to be of one type and characteristic—human wolves. Only when forced to fight in the open does the ordinary moonshiner, by whatever name he may be known, do so. This "hero" finds his favorite fighting ground behind a convenient rock or tree, which he has gained preferably without the knowledge of his victim.

Since 1876, when the revenue officers began their work among them, 54 of these agents of the Government have been killed and 94 wounded, many of whom never saw the man who fired the shot. This does not include marshals and deputy marshals who were killed in making arrests. No instance is known of a revenue agent being taken prisoner by moonshiners, the favorite method of the latter being to slay and have the matter quickly over with. John Carver, a posseman killed in a raid in the Smoky mountain district along the border line of Tennessee and North Carolina in 1904, was the last revenue officer to give up his life in the fight against moonshiners. The Government keeps no record of moonshiners killed.

Within the last five years the prohibition question has been one of the most vital issues in Southern politics. It is admitted by Southern politicians that the negro question is at the bottom of the prohibition question, the theory being that the criminal class among the negro race as a whole is a practically uncontrollable element where whisky is permitted. The growth of this belief has led the Southern people to take drastic action with relation to whisky. It was the issue in the election in Tennessee last fall, and Tennessee went dry. It was an issue in Georgia, and dry legislation will be enacted in response to the demands of the people. This growth of public sentiment has its stronghold in the mountain districts of all the Southern States.

As stated above, the most notorious moonshining sections of the South, which are known to be in the neighborhood of Middleboro, Ky., Bristol, Tenn., Ashe-

ville, N. C., and Gadsden, Ala., do not contain more than ten legalized saloons. This sentiment which has acted on the lawful side, has reacted on the unlawful side. Where hitherto revenue officers not only did not receive assistance from judges, sheriffs and other local officers of the law, but were hindered and handicapped in seeking information and in apprehending violators of the law, they can today be assured of the utmost co-operation of practically every citizen in the so-called moonshining districts, no matter what his capacity may be.

The upshot of this situation is that moonshining now is being uprooted in its own stronghold by the work of its own people. Only in the State of North Carolina, where State prohibition laws are not quite as stringent as elsewhere in the South, is any considerable amount of moonshining going on at the present time.



OLD MONEY POURING INTO THE TREASURY.

An Indication of Prosperity.

BALTIMORE NEWS CORRESPONDENCE.

UNITED STATES Treasurer Charles H. Treat has stated that a most remarkable and unprecedented volume of money is pouring into the Treasury for redemption. Although it is generally supposed to be the dull season, the amount of old and worn-out currency received for exchange during the last month has broken all records, and it has become necessary to curtail the leaves of absence of all clerks and to take on additional counters to handle the flood of cash that comes tumbling in.

"Until the last few months a total redemption per day of \$1,500,000 would be considered normal," said Mr. Treat, "and if it reached the \$2,000,000 point it would excite comment. Lately the daily exchanges of new paper for old has been nearer the \$3,000,000 mark, and on one or two occasions has run almost up to \$4,000,000. Yesterday, for instance, we redeemed United States notes alone with an aggregate value of more than \$1,000,000, and the exchange of United States currency, including silver certificates, etc., was \$2,800,000.

"Never before has this office been so hard pressed to take care of the daily redemptions. I have asked the Civil Service Commission for six additional counters and for several copyists and messengers. Members of the regular force have been notified that no leaves of absence will be granted until early in the fall, when the pressure will let up. Everybody has been amazed by the tremendous demand for fresh bills.

"The meaning of all this?" repeated Treasurer Treat. "Well, it is simple enough. It merely means that there is enormous activity in commercial circles throughout the country, and that the merchants and purchasers are keeping the bills in constant circulation. The banks and other great financial institutions are constantly accumulating large amounts of small notes, which are shipped to Washington or to the Sub-Treasuries to be exchanged for notes of larger denominations. The rapid handling by the purchasing public of the currency is partly responsible for

the growing quantity of ragged, frayed-out and mutilated notes which must be destroyed upon the issuance of crisp ones to take their places.

"That there is abnormal business activity throughout the country is shown by the records of the specie division also. The redemption of silver coins and fractional currency is breaking past records. For the first thirty days of July the redemption of coins of all kinds was about \$130,000 greater than during the corresponding period of last year. The excess of standard silver dollars alone aggregated \$53,000. When it is realized that the redemption of silver coins and fractional currency amounts usually only to about \$75,000 a day, the significance of the heavy increase will be appreciated.

"The demand for silver money in small packages is greater now than it usually is just prior to the holiday season. This money is for the retail trade, and is one of the strongest possible indications of the activity of business. These are true and unfailing signs of national prosperity. The remarkable conditions have created a great deal of comment among the old Treasury employees, none of whom can recall the time when there was so much activity in this branch of the Treasury."

Many thousands of dollars in standard silver "cart wheels," halves and quarters are being shipped to Southern bankers now. They are to be used in paying negroes working in the cotton fields. The Southern negro is suspicious of fresh, unfolded Treasury notes and prefers his wages in silver, the cheerful jingle of which can be heard in his pocket. The Government pays the express charges on shipments of silver from the Treasury. When it accumulates in the banks, which it will in due time, the bankers must pay the cost of shipping the bulky wealth to a Sub-Treasury for exchange.

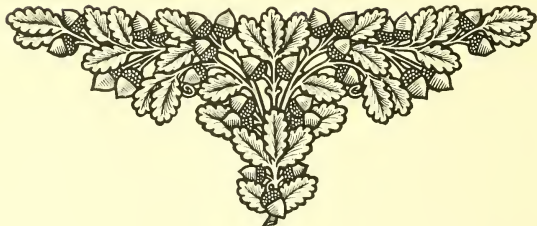
There seems to be no end to the ways and means employed by ingenious merchants and promoters in the effort to use United States coins as an advertising

medium. The authorities are constantly putting a stop to various devices planned with the idea of getting free advertising at the expense of the Treasury.

A new way of using the Government coins to exploit a commercial scheme has just been brought to the attention of Treasurer Treat. In a remittance from a Southern bank were found a number of silver dollars, on one side of which was pasted the printed card or label of a business firm. As the paper on which the notices are printed is cut a little smaller than the coin, and stuck on with the most

adhesive glue, the removal of the paper is made with great difficulty.

The inventor of the scheme evidently counts on doing an extensive business, as at the bottom of the card is printed "Copyrighted." This scheme, if permitted, would make all such pieces simply tokens for advertising purposes. The Department will not receive money so defaced, but will return it at the sender's expense for cleaning; otherwise the coin would have to be specially treated by the Department for the removal of the paper before it could be reissued.





THE ELECTRIC FAN, AN ADJUNCT TO COMFORTABLE TRAVEL.

A MODEST four-page pamphlet has been distributed generally throughout the cities of New York, Philadelphia, Baltimore and Washington, on the cover of which is the simple announcement: "The Royal Limited Comfortable in Hot Weather." In the upper left-hand corner of the pamphlet is the print of an electric fan in motion, and the story is briefly told.

In the summer days when the heat is intense and travel excessive, it is conceded a railroad train is not generally the coolest place on earth. Modern equipment has done everything to furnish comfort on American railways, but one of the most delightful innovations of recent times is that of the individual equipping of cars with electrical apparatus, so that they may be lighted with the coolest light, and the atmosphere fanned down to a reasonable degree of comfort.

The "Royal Limited," which has been advertised and is conceded to be one of the most beautiful daylight trains in the world, if not "the most," with all due allowances to superlatives in railroad literature, is undoubtedly a royal train. From the cafe-smoking car to the observation car it has met every demand of the connoisseur on railway travel.

In the construction of these trains a standard was set; they were to be "royal" trains, and the names of the cars were selected with this idea in mind. In the two trains which are run in opposite directions every day, the parlor cars are named "Czarina," "Queen," "Countess" and "Empress," with due respect to

the ladies first, whose comfort was first in mind in the construction of the cars, in making delightfully large retiring rooms for their convenience. The cars are exquisitely built and furnished in good taste, the details of the lavatories, drawing-rooms and parlors being carefully thought out.

The observation cars are named from mythical gods, "Mercury," "Neptune" and "Jupiter." Mercury, the God of Speed, is most appropos, as these trains are the fastest trains between New York and Washington. Neptune, the God of the Sea, probably because the trains run along the eastern sea coast, and Jupiter, Greatest and Best. Bearing such names, these cars must and are intended to carry with them elegance, dignity and superiority.

The dining cars bear the modest but effective endorsement of "B. & O." with a number. The cafe cars are designated in like manner, and the service on this portion of the train is strictly under the supervision of the Baltimore & Ohio Railroad, where every attention to detail can be closely observed. The dining car feature of any magnificent train, if not up to the highest standard, would be the greatest detriment to the character of the train that could be conceived, as a traveler is generally supersensitive on the subject of eating.

To quote from the pamphlet:

"The 'Royal Limited' trains of the Royal Blue Line between Washington, Baltimore, Philadelphia and New York are electrically equipped with fans and lights throughout, adding materially to the comfort of passengers during the heated season.

"Each of the exquisite Pullman parlor cars is provided with high speed fans in the parlors and drawing rooms, keeping the air fresh and cool on the hottest days. The observation and dining cars are particularly inviting.

"Luxurious comfort of passengers is the essential feature of the 'Royal Limited,'

with no extra fare other than the regular Pullman charge.

"Dinner is served table d'hôte."

The announcement is simple but effective, and the traveler who is earnestly desirous of providing comfort for himself would find it on the "Royal Limited" trains.





Stub Ends of Thought

By ARTHUR G. LEWIS.



It is always well for safety's sake to candle an egg to-day that was suspected of being bad yesterday.

INCOMPETENCE always has to pay the wages of superior ability that is employed to correct lack of sufficiency.

THE best test of strength in a well seasoned mind is the power to accept and recognize an idea outside of our own experience.

WHAT others may think regarding our actions should carry no weight beyond the extent of where we are wrong.

WE must either bow gracefully to and accept the superiority of intelligence, or be prepared to receive the sudden impact of its force.

LET us throw out our sound-lines frequently, and endeavor as often as possible to ascertain just where we are.

How small large things appear sometimes, when viewed in the mirror of prejudice, and through the eyes of ignorance.

THE flowers of passion cannot consistently be pressed within the leaves of memory.

SELF-RESPECT is the foundation upon which self-confidence builds its structures.

THE man who knows, and knows that he knows, gages his own strength and does not attempt to go beyond it.

WHEN we start out with an object in view we should always hold in reserve sufficient energy to walk back again.

MANY a hit dog stifles his cry, hoping to cover with the darkness of silence the light of his guilt.

THE efforts of experienced ability directed before a tribunal of ignorance, represents about as much waste energy as the pleading of legal genius before a deaf jury.

ABSOLUTE loyalty is of more value than absolute competency, as with the former requisite, the latter deficiency may be overcome.

THE DREAMER.

BY ARTHUR G. LEWIS.

Dream on and hope, there is no goal to reach
Except the one we yet have failed to find;
No object won, or castles quite complete,
Beyond the mammoth structures of the mind.

By looking high, we surely strike a line
Beneath the circle of our lofty aim,
And finding effort courts accomplishment,
Receive encouragement to aim again.

"STUB ENDS OF THOUGHT" in book form, bound in silk cloth (104 pages), may be obtained from the author, Arthur G. Lewis, Norfolk, Va. Price \$1.00, postpaid.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON, BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE JUNE 2, 1907										
EASTWARD										
	No. 504 DAILY	No. 526 EXCEPT SUNDAY 5 HOUR	No. 529 SUNDAY	No. 529 EXCEPT SUNDAY	No. 509 DAILY	No. 504 "ROYAL LIMITED" DAILY 5 HOUR	No. 508 DAILY	No. 510 DAILY	No. 514 DAILY	No. 512 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	PM	AM
Lv. WASHINGTON	7.00	9.00	9.00	11.00	1.00	3.00	6.00	8.00	11.30	2.62
Lv. BALTIMORE, GARDEN STATION	7.55	9.50	9.52	11.50	1.05	3.48	6.00	8.00	12.35	3.46
Lv. PHILADELPHIA	8.00	9.54	9.57	11.54	1.10	3.52	6.06	9.06	12.44	3.51
Ar. PHILADELPHIA	10.16	11.62	12.11	2.02	4.05	6.60	8.19	11.45	3.06	6.00
Ar. NEW YORK, LIBERTY STREET	12.36	2.00	2.30	4.16	6.30	8.00	10.40	3.20	6.40	8.32
Ar. NEW YORK, 230 STREET	12.46	2.10	2.40	4.26	6.46	8.10	10.60	6.33	6.33	8.43

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE JUNE 2, 1907.										
WESTWARD										
	No. 555 DAILY	No. 517 EXCEPT SUNDAY	No. 505 DAILY	No. 501 DAILY	No. 507 DAILY	No. 527 DAILY 5 HOUR	No. 509 "ROYAL LIMITED" DAILY 5 HOUR	No. 508 DAILY	No. 511 DAILY	
	PM	AM	AM	AM	AM	PM	PM	PM	PM	
Lv. NEW YORK, 230 STREET	11.50		7.50	9.50	11.50	1.50	3.50	6.50	6.50	
Lv. NEW YORK, LIBERTY STREET	1.30		8.00	10.00	12.00	2.00	4.00	8.00	7.00	
Lv. PHILADELPHIA	4.16	9.16	10.17	12.30	2.17	4.16	6.12	8.36	9.21	
Ar. BALTIMORE, MT. ROYAL STATION	6.45	10.50	12.13	2.43	4.16	6.09	8.09	10.60	11.23	
Ar. BALTIMORE, GARDEN STATION	6.50	10.56	12.17	2.47	4.20	6.13	8.13	10.65	11.27	
Ar. WASHINGTON	7.50	11.45	1.12	3.50	6.20	7.00	9.00	12.00	12.22	

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST AND SOUTHWEST.

EFFECTIVE JUNE 2, 1907										
WESTWARD										
	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURGH LIMITED	No. 15 EXPRESS DAILY		
Lv. NEW YORK, 230 STREET	9.50 AM	11.50 AM	N 3.50 PM	6.50 PM	7.50 AM	11.50 PM	6.50 PM		NOTE.	
Lv. NEW YORK, LIBERTY STREET	10.00 AM	12.00 PM	N 4.00 PM	6.00 PM	8.00 AM	1.30 AM	7.00 PM			
Lv. PHILADELPHIA	12.30 PM	2.17 PM	6.12 PM	8.36 PM	10.17 AM	4.15 AM	9.21 PM			
Lv. BALTIMORE, MT. ROYAL STATION	2.43 PM	4.16 PM	8.09 PM	10.50 PM	12.13 PM	7.45 PM	11.23 PM			
Lv. BALTIMORE, GARDEN STATION	3.00 PM	4.30 PM	8.00 PM	11.06 PM	12.22 PM	8.00 PM	11.32 PM			
Lv. WASHINGTON	4.05 PM	6.30 PM	9.10 PM	12.40 PM	1.22 PM	9.10 AM	12.30 AM			
Ar. DEER PARK HOTEL	10.12 PM	11.39 PM		6.59 PM	7.13 PM	3.19 PM				
Ar. PITTSBURGH			6.46 AM	9.42 PM	6.20 PM	8.50 AM	Lv. 6.35 PM			
Ar. CLEVELAND			12.00 PM							
Ar. WHEELING (EASTERN TIME)		6.36 PM				9.00 PM		Lv. 8.30 PM		
Ar. COLUMBUS (CENTRAL TIME)		8.46 AM						10.16 PM		
Ar. CHICAGO		5.15 PM			9.46 AM	8.30 AM		8.30 AM		
Ar. CINCINNATI	8.05 AM			6.36 PM		1.45 AM				
Ar. INDIANAPOLIS	11.45 AM			10.35 PM		6.35 AM				
Ar. LOUISVILLE	11.50 AM			9.30 PM		7.10 AM				
Ar. ST. LOUIS	6.27 PM			7.28 PM		1.40 PM				
Ar. OHATTANOOGA	5.15 PM			8.16 PM						
Ar. MEMPHIS				8.16 PM						
Ar. NEW ORLEANS	8.45 AM			8.10 PM						

Through Pullman Sleepers to all points. * Except Sunday. N—Connection east of Philadelphia is made with No. 609, "Royal Limited." Note.—Direct connection at Cumberland with Train No. 55 from points east.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EFFECTIVE JUNE 2, 1907.										
EASTWARD										
	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 EXPRESS DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM. DAILY	No. 14 EXPRESS DAILY			
Lv. CHICAGO			6.00 PM	10.40 AM			8.30 PM			
Lv. COLUMBUS				7.00 PM						
Lv. WHEELING (EASTERN TIME)		6.00 PM		12.25 AM			10.60 AM			
Lv. CLEVELAND			8.30 PM		3.00 PM					
Lv. PITTSBURGH			8.00 AM		9.30 PM	* 6.00 PM	1.15 PM			
Lv. ST. LOUIS	* 9.00 AM	1.45 AM				9.28 PM				
Lv. LOUISVILLE	2.10 PM	8.10 AM				2.50 AM				
Lv. INDIANAPOLIS	3.00 PM	* 8.06 AM				4.12 AM				
Lv. CINCINNATI	* 6.35 PM	12.10 PM				8.00 AM				
Lv. NEW ORLEANS		9.10 AM				8.15 PM				
Lv. MEMPHIS		8.45 PM				1.00 PM				
Lv. CHATTANOOGA	6.20 AM	10.30 PM								
Ar. DEER PARK HOTEL	6.44 AM	12.38 PM	* 10.15 AM	6.19 AM		8.40 PM				
Ar. WASHINGTON	12.40 PM	6.30 PM	4.42 PM	12.30 PM	6.41 AM	2.37 AM	10.25 PM			
Ar. BALTIMORE, GARDEN STATION	1.47 PM	7.50 AM	6.50 PM	1.47 PM	7.50 AM	3.42 AM	11.30 PM			
Ar. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	6.05 PM	1.59 PM	8.00 AM	3.51 AM	12.44 PM			
Ar. PHILADELPHIA	4.05 PM	10.16 AM	8.19 PM	4.05 PM	10.16 AM	6.00 PM	3.05 AM			
Ar. NEW YORK, LIBERTY STREET	6.30 PM	12.45 PM	10.40 PM	6.30 PM	12.35 PM	8.32 AM	6.40 AM			
Ar. NEW YORK, 230 STREET	6.45 PM	12.45 PM	10.50 PM	6.45 PM	12.45 PM	8.43 AM	6.33 AM			

Through Pullman Sleepers from all points. * Daily. † Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR"

BETWEEN WASHINGTON AND BALTIMORE.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

No. 512. Drawing Room Sleeping Car from St. Louis and Pittsburgh to New York. Drawing Room Sleeping Car Pittsburgh to Philadelphia. Dining Car, a la carte, Philadelphia to New York.

No. 504. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. Five Hour Train. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Philadelphia to New York.

No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 528. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Dining Car, table d'hôte, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to Philadelphia.

No. 514. Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 555. Separate Pullman Drawing Room Sleeping Cars to Baltimore, Washington and Cincinnati.

No. 517. Drawing Room Parlor Car Philadelphia to Washington.

No. 505. Drawing Room Sleeping Car New York to Chicago. Dining Car, a la carte, New York to Philadelphia.

No. 501. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.

No. 507. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.

No. 527. Five Hour Train. Drawing Room Buffet Parlor Car New York to Washington.

No. 509. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hôte, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.

No. 511. Drawing Room Parlor Car New York to Philadelphia. Drawing Room Buffet Sleeping Car New York to Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburgh, Wheeling, Columbus, Cleveland, Chicago, Cincinnati, Indianapolis, St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

No. 1. Cincinnati-St. Louis Limited. Drawing Room Sleeping Car New York to St. Louis. Drawing Room Sleeping Car New York to Louisville. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

No. 7. Chicago Express. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Pittsburg Night Express. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. St. Louis Express. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Sleeping Car Saturday mornings Pittsburg to Deer Park. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.

No. 11. "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Sleeping Car Monday mornings from Deer Park to Pittsburg. Dining Car Conneville to Pittsburg.

No. 5. "Chicago Limited." Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Washington to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve all meals.

No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Buffet Drawing Room Sleeping Car Wheeling to Chicago. Drawing Room Sleeping Car Cleveland to Chicago. Buffet Parlor Car Baltimore to Pittsburg.

No. 55. The Daylight Train. Drawing Room Sleeping Car New York to Cincinnati. Buffet Parlor Car Baltimore to Pittsburg. Parlor Car Cumberland to Wheeling. Dining Cars Martinsburg to Grafton and Clarksburg to Cincinnati. Grill Car Cincinnati to St. Louis.

EASTWARD.

No. 2. St. Louis-New York Limited. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Louisville to Washington. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.

No. 4. Cincinnati-New York Limited. Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Sleeping Car Monday mornings from Deer Park to Pittsburg. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 6. Chicago-New York Limited. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. Chicago-New York Express. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 10. Night Express. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington. Sleeping Car Friday nights Pittsburg to Deer Park.

No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Conneville and Philadelphia to New York. Dining Cars serve all meals.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Drawing Room Sleeping Car Chicago to Cleveland. Buffet Parlor Car Pittsburg to Baltimore.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Wheeling. Parlor Car Wheeling to Cumberland. Buffet Parlor Car Cumberland to Baltimore.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines may be had at the Offices of the Company, as follows:

AKRON, OHIO, Union Station, C. D. HONOLIK, Ticket Agent. Howard Street, U. S. G. APLEY, Ticket Agent.
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EAST AND WEST



CALENDAR - 1907



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
8	7	8	9	10	11	12	3	4	5	6	7	8	9	3	4	5	6	7	8	9	7	8	9	10	11	12	13
13	14	15	16	17	18	19	10	11	12	13	14	15	16	10	11	12	13	14	15	16	14	15	16	17	18	19	20
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27	28	29	30	31	24	25	26	27	28	24	25	26	27	28	29	30	28	29	30
..	31
MAY							JUNE							JULY							AUGUST						
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SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
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10	11	12	13	14	15	16	13	14	15	16	17	18	19	10	11	12	13	14	15	16	15	16	17	18	19	20	21
22	23	24	25	26	27	28	20	21	22	23	24	25	26	17	18	19	20	21	22	23	22	23	24	25	26	27	28
29	30	27	28	29	30	31	24	25	26	27	28	29	30	29	30	31

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BOOK OF THE

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ANNIVERSARY NUMBER



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New Jersey Ave. and C St.	
Ar. Baltimore	3.44 pm
Camden Station.	
Lv. Baltimore	3.48 pm
Camden Station.	
Lv. Baltimore	3.52 pm
Mt. Royal Station.	
Ar. Wilmington	5.17 pm
Ar. Philadelphia	5.50 pm
24th and Chestnut.	
Ar. New York	8.00 pm
Liberty Street.	
Ar. New York	8.10 pm
23d Street.	

SOUTHBOUND.

Lv. New York	3.50 pm
23d Street.	
Lv. New York	4.00 pm
Liberty Street.	
Lv. Philadelphia	6.12 pm
21th and Chestnut.	
Lv. Wilmington	6.44 pm
Ar. Baltimore	8.09 pm
Mt. Royal Station.	
Ar. Baltimore	8.13 pm
Camden Station.	
Lv. Baltimore	8.16 pm
Camden Station.	
Ar. Washington	9.00 pm
New Jersey Ave. and C St.	

BOOK OF THE ROYAL BLUE.

SEPTEMBER, 1907.

ANNIVERSARY NUMBER.

CONTENTS.

	Page
Monuments of the Monumental City—By Charles L. Shipley.....	1
“Speak the Good Word”—By William J. Lampton	11
The Battle of North Point in Legend and Tradition—By Rev. Lewis Beeman Browne	12
The Canning Season in Maryland.....	18
The Hiving of the Bees—Maryland Home-Coming	22
The Baltimore & Ohio and its Passenger and Freight Interests in New York City.....	23
Stub Ends of Thought—By Arthur G. Lewis.....	25

ILLUSTRATIONS

Monuments of the Monumental City—	
Mt. Vernon Place and Washington Monument, Baltimore.....	Frontispiece
The Battle Monument	1
Wilkey and Ridgely Monuments	2
Armistead and Wells-McComas Monument...	3
Mexican War and Revolutionary Monuments	4
Confederate and Edgar Allan Poe	5
First Monument to Columbus—Geo. Peabody	6
Taney and Howard	7
Severn Teackle Wallis	8

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THE TENTH VOLUME OR ONE HUNDRED AND TWENTIETH NUMBER "BOOK OF THE ROYAL BLUE."

This, the September, 1907, issue of the "Book of the Royal Blue," completes its Tenth Volume of twelve numbers each.

In 1897 the Passenger Department of the Baltimore & Ohio Railroad, desiring to present to the public, in the most attractive manner, the scenic and historic sections of the country through which that line passes, conceived the plan of publishing a regular monthly magazine, in which these subjects could be handled in a correct and satisfactory manner. Consequently in September of that year, the first number of the "Book of the Royal Blue" made its appearance and has been presented to the public each month since its inception.

During the decade of its existence it has endeavored in each successive number to publish some article of special interest and value to the community at large. In that time it has furnished much historical data and published many descriptive sketches of important events of general interest, illustrating where it was possible by photographic reproduction.

It has had the extreme pleasure as well to include in its pages miscellaneous humor, poetry, philosophy and fiction from some of the best known writers.

If this little magazine has succeeded in holding the interest of the traveling public for ten years, as its files would indicate, it has some cause for congratulation, and it takes this occasion to thank all those who have helped to make it a success, the readers as well as the contributors.



MT. VERNON PLACE AND THE WASHINGTON MONUMENT, BALTIMORE.

BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY

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WILLIAM ELLIOTT LOWES, EDITOR.

VOL. X.

BALTIMORE, SEPTEMBER, 1907.

NO. 12.



BATTLE MONUMENT.

MONUMENTS OF THE "MONUMENTAL CITY."

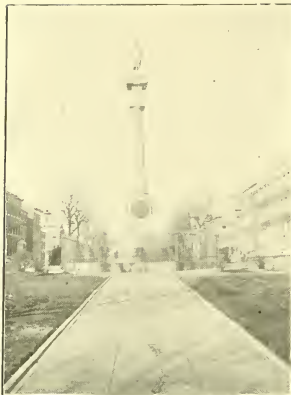
BY CHARLES L. SHIPLEY.

BALTIMORE, the metropolis of the State of Maryland, has been termed at home and abroad the "Monumental City," although her claim to this title has been questioned, as other American cities have as many if not more memorials of this kind than Baltimore. The title originated years ago when the first monument of the country to the memory of Washington was erected.

Baltimore's shafts and statues memorialize events as well as persons, commemorating happenings of either national, state or municipal importance, or perpetuating the memory of some renowned individual.

As the noble Washington was "First in war, first in peace and first in the hearts of his countrymen," the proud fact is recorded that Baltimore was the first city to commemorate the services of the "Father of His Country," in erecting a beautiful marble column.

The tall shaft which now overlooks Mt. Vernon Place had its beginning in a lottery. Its erection was first conceived in 1809, when John Comegys, Daniel Winchester and James A. Buchanan were granted permission to raise funds for the purpose. It was at first proposed to build on the site of the old court house (now



WILDEV MONUMENT.

the site of the Battle Monument), but the fear that such a tall column near their houses would prove a source of danger, resulted in Col. John Eager Howard offering the building committee as much land as was needed on the summit of the hill which the monument now occupies.

The corner-stone was laid on the 4th of July, 1815, with elaborate ceremonies in the presence of about 25,000 spectators. The Governor of the State, the Grand Lodge of Masons of Maryland, and a number of subordinate lodges of Maryland were in attendance. A salute of 39 guns was fired, it being the 39th anniversary of the nation's birth. In the cornerstone a copper plate was placed, on one side of which was engraved:

"On the 4th of July, A. D. 1815, was laid this Foundation Stone, of a monument to be erected to the memory of George Washington."

A sealed glass bottle was also deposited, con-

taining a picture of Washington, his farewell address, the different newspapers printed in the city, and the different coins of the United States.

The permission granted by the legislature included the right to open a lottery for the purpose of raising the money. Thirty-five thousand tickets, at \$10 each, were proposed. The lottery privilege was exercised until 1824, at which time the managers relinquished their privilege, as it interfered with the general state lottery system, on condition of receiving annually from the treasurer of the Western Shore, the surplus of the State lotteries over and above the sum of \$12,000.

In 1827 another arrangement was made, by which the treasurer of the Western Shore was required by law to pay over to the managers of the Washington Monument during the year any sum received from the lotteries not exceeding \$20,000. By the same act the state declared it to be her property, and directed that the inscription placed upon it should be expressive of the gratitude of the State of Maryland.

On November 25th, 1829, the last piece of the statue, comprising the bust, etc., was raised to the summit.

The monument stands in an open space two hundred feet square, appropriately named after the home of Washington, "Mt. Vernon Place." It is surrounded by splendid private residences, and two public buildings, the Peabody Institute, and the Mt. Vernon Methodist Church.



RIDGELY MONUMENT.

The height of the monument above the ground is 188 feet and above the tide 288 feet. The statue is sixteen feet, and is wrought in three separate pieces from one block of thirty-six tons, each block weighing about five and a half tons when completed. It was elevated successfully, by means of a pair of spars, attached to the cap of the column, by pulleys and a capstan. The statue is the work of Causici, and represents Washington in the State House at Annapolis, December 29d, 1783, at the moment when he resigned his commission. The monument is a stately Doric column of white marble. The base is fifty feet square and twenty-four feet high. The number of steps to the gallery surmounting the column is 220.

The following inscription is engraved upon the four sides of the base of the monument :

To
GEORGE WASHINGTON,
BY THE
STATE OF MARYLAND.

Born February 22, 1732.

Commander-in-Chief of the American Army,
June 13, 1775.

Trenton, December 26, 1776.

Yorktown, October 19, 1781.



ARMISTEAD MONUMENT.

Commission Resigned at Annapolis,
December 23, 1783.

President of the United States, March 4, 1789.

Retired to Mt. Vernon, March 4, 1797.

Died December 14, 1799.

In Monument Square, on Calvert Street, stands the Battle Monument, erected to the memory of those who fell in the defense of the city against the English at North Point, September 12, 1814.

The Committee of Vigilance and Safety of the city of Baltimore, deeply impressed with the grateful recollections of the distinguished gallantry of their late fellow citizens who fell fighting in the defense of their country, unanimously resolved, on March 1, 1815, upon the erection of a monument to perpetuate their memories and appointed five of their members, to carry into effect the resolution.

The designer of the shaft was Maximilian Godefroy, and the corner-stone was laid on September 12, 1815, in the presence of a large concourse of people. A Federal salute was fired by a detachment of artillery. The books containing the names of the subscribers to the building of the monument, the newspapers of the preceding day, gold, silver and copper coin of the United States were deposited in the corner-stone, together with a



WELLS-McCOMAS MONUMENT



MEXICAN WAR.

copper plate engraved with a suitable inscription.

At first little difficulty was experienced in raising money for the project, the survivors of North Point especially contributing most generously. The subscription soon reached the sum of \$10,000, and the erection of the monument began. The work, however, proceeded slowly, and it became necessary to apply to the City Council for aid. On March 18, 1819, the council passed a resolution "that a certificate of 6 per cent stock for \$3,000 be issued to and in favor of the chairman of the Battle Monument, to be applied in aid of the funds for completing the said monument."

On September 12, 1822, the female figure executed in marble by Antonio Capeleno was placed upon the monument. The City Council March 5, 1825, made another appropriation of \$4,000, and the committee reported in December, 1825, that the monument had been completed.

The shaft of the monument presents a fasces symbolical of the union; the rods are bound by a fillet, on which are inscribed the names of those who fell at North Point. The fasces are ornamented at the bottom on the north and south fronts with bas reliefs, one representing the engagement at North Point and the death of

General Ross, and the other the bombardment of Fort McHenry. On the east and west fronts are lachrymal urns, and on the top are two wreaths, one of laurel, expressing glory, and the other of cypress, expressing sorrow. The structure is entirely of marble, surmounted by a statue representing the city of Baltimore. The head of the figure wears a mural crown, emblematic of cities. In one hand is a rudder, emblem of navigation; in the other the figure raises a crown of laurel as it looks toward the field of battle. At its feet are an eagle of the United States and a bomb, in memory of the bombardment. The monument is inclosed with an iron railing, outside of which are chains fastened

to marble cannon. The height of the monument without the statue is 42 feet 8 inches; the statue is 9 feet 6 inches.

It is thus inscribed:

"BATTLE OF NORTH POINT,
"12th of September, A. D., 1814, and of the
Independence of the United States
the thirty-ninth."

Bombardment of Fort McHenry,
September 13, A. D., 1814.

At the annual meeting of the Grand Lodge of the Independent Order of Odd Fellows of Maryland, held in Baltimore in



REVOLUTIONARY WAR.

1861, immediately after the death of Thomas Wildey, the founder of Odd Fellowship in the United States, a resolution was adopted that the representatives of the Grand Lodge of Maryland to the Grand Lodge of the United States be instructed to bring before that body at its next annual session the fitness, propriety and justice of erecting a monument to commemorate the life and virtues of the deceased.

This action of the Grand Lodge of Maryland was communicated to the Grand Lodge of the United States at its meeting in September, 1862, and that body directed its secretary to address a circular letter to each grand body, requesting them to submit the subject to their subordinates, and that such moneys as might in this way be raised should be forwarded to the Grand Corresponding Secretary, to be placed by him in the Grand Lodge of the United States, to be held by the Grand Treasurer in special trust as the "Wildey Monument Fund."

In this manner \$17,795 was raised for the purpose specified, and at the session of the Grand Lodge in Boston in 1864, a design was adopted and a committee of the Grand Lodge of the United States instructed to procure a site for the monument.

That duty was assigned to the members



CONFEDERATE MONUMENT.

of the committee residing in Baltimore, James L. Ridgely and Joseph B. Escaville, who petitioned the city council on January 5, 1865, to grant them a square of ground on North Broadway as a most suitable and commanding location for the monument. The ground was promptly donated and the erection of the monument was immediately commenced.

The corner-stone was laid on the 26th of April, 1865, and the shaft was completed and dedicated with great ceremony on the 20th of September in the same year.

The dedication brought together the most prominent Odd Fellows from all over the country, both North and South—a significant feature in itself, as the great conflict of 1861-65 had just closed.

Representatives of the federal and city governments, and of the Grand Lodge of the United States also took part in the procession. The monument is intended to illustrate in its design the life of Wildey and the character of the work performed by him.

It bears, among others, the following inscription:

"He who realizes that the true mission of man on earth is to rise above the level of individual influence, and to recognize the Fatherhood of God over all, and the brotherhood of man, is nature's true nobleman."



EDGAR ALLAN POE.



THE FIRST MONUMENT TO COLUMBUS.

On another side is inscribed :

"This column, erected by the joint contributions of the Lodges, Encampments, and individual members of the Independent Order of Odd Fellows of the United States of America, and jurisdictions thereunto belonging, commemorates the founding of that order in the City of Baltimore, on the 26th of April, 1819, by THOMAS WILDEY."

The pedestal supports a full order of the Grecian Doric architecture, typifying by the beauty of its proportions and the simplicity of its character, the Independent Order of Odd Fellowship. On the four faces of the frieze of the entablature are carved the emblems of the order—the three links, the heart and hand, and the bundle of rods and the globe.

The column is surmounted by a figure of charity protecting orphans, thus blending the theory and principles of the order with fond recollections of the services of Past Grand Sire Thomas Wildey. The entire height of the structure is 52 feet, and the total cost was about \$18,000.

A column which is of more than passing interest to Baltimoreans is that which was erected to Daniel Wells and Henry McComas, two

youthful apprentices, aged about 18 years, and both members of Capt. Aisquith's company of sharpshooters. This company took part in the battle of North Point, and these two young men were killed in the engagement. To them is attributed the death of the English commander, General Ross, but of late years there has been entertained a reasonable doubt as to the correctness of this fact.

The city of Baltimore having provided for the removal of the remains of Wells and McComas from their vault in Greenmount Cemetery of Ashland Square, a movement was made July 27, 1858, looking to the erection of a suitable memorial to the two young heroes, by the Wells and McComas Riflemen, a company attached to the First Rifle Regiment, commanded at that time by Colonel George Peters.

A public meeting was held July 29, which resulted in the formation of the Wells and McComas Monumental Association. The removal of the remains took place on the 12th of September, and were reinterred in the square at the intersection of Gay, Aisquith and Monument streets, with appropriate ceremonies.

The base of the monument was erected over their remains in 1871, and the work was completed two years later.



GEORGE PEABODY.

On the 7th of October, 1849, there died in Baltimore City, a literary genius, who had been the victim of fate and misfortune all his life. Edgar Allan Poe, is a name that is known by every American of literary bent.

At the time of his death the city gave him a grave and nothing more. After the lapse of a number of years, a relative of the unfortunate genius ordered a stone for the marking of his grave, but this design was prevented by an accident, and no further move was made in this direction until 1865.

At a regular meeting of the Public School Teachers' Association held on the 7th of October in that year, a resolution was offered for the appointment of a committee of five "to devise some means best adapted in their judgment to perpetuate the memory of one who has contributed so largely to American literature."

A committee was at once appointed.

The committee reported in favor of the erection of a monument, and that measures should at once be taken to raise the necessary funds. This report was heartily endorsed by the association, which entered upon the work without delay. The enterprise received the active assistance of the pupils as well as the teachers of the public



ROGER BROOKE TANEY.

schools, and for some time was prosecuted with energy.

The money was raised through various sources and by the 2d of September, 1874, the committee having acquired nearly \$1,000, applied to an architect for the design of a monument to cost about that sum.

The design furnished was found to require a larger amount than had been expected, and again the committee was compelled to appeal for contributions.

On application to Mr. George W. Childs, of Philadelphia, the deficiency was raised and the necessary amount secured, and erection of the monument began.

It was completed and dedicated on the 17th of November, 1875, in the presence of a large concourse of spectators, and stands in the Westminster Presbyterian churchyard, corner of Greene and Fayette Streets, where the poet's remains were interred on the 9th of October, 1849.

It consists simply of a pedestal or die block, with an ornamental cap wholly of marble, resting on two marble slabs, and a granite base. The front of the die block bears a medallion portrait of the poet by the sculptor Volck, while on the western side is the following



GEN. JOHN EAGER HOWARD.

inscription: "Edgar Allan Poe. Born Jan. 20, 1819; died Oct. 7, 1849."

The defense of Fort McHenry under Major George Armistead brought the rank of brevet lieutenant colonel to that gallant officer a few days after the bombardment. There he achieved his greatest honors, and there he commanded until his death in April, 1818.

The Colonel belonged to a martial family, four of his brothers having borne arms in the war of 1812. Previous to his Fort McHenry exploit he had distinguished himself at the capture of Fort George from the English, near the mouth of the Niagara river, in Canada, in May, 1813.

The City Council passed 1863. When these were finished the monument had disappeared. Years rolled on and then some one inquired what had become of the Armistead monument. Its disappearance remained unsolved until 1881, when *THE SUN* of March 3 published the story of its disappearance.

The monument was broken when the repairs were made during the war, and the remaining pieces had been taken to a marble yard and used for other purposes.

Meanwhile a movement was started for a new monument to Colonel Armistead, which was unveiled on September 12, 1882, in Eutaw Place. A resolution of the Mayor



SEVERN TEACKLE WALLIS.

His grave is in old St. Paul's burial ground, on Fremont Street, Baltimore, between Lombard and German Streets.

Under resolutions approved March 4, 1827, and February 4, 1828, the Mayor and City Council erected a monument to Col. Armistead in the old City Spring, on Calvert Street, where the City Hospital now stands. This monument was about eight feet high and stood in a niche of the keeper's house. It consisted of a square column of Egyptian marble, with a projecting cornice, and was decorated with military emblems, two cannons as supports, and a flaming shell on top.

During the conflict of 1861-65 the spring lot and building became delapidated, and repairs were ordered under a resolution of

and City Council, adopted in 1886, authorized the removal of this monument to Federal Hill Park.

Another monument erected by the Independent Order of Odd Fellows is that erected to the memory of James Lot Ridgely, who for forty-one years was grand secretary of the Sovereign Grand Lodge. Ridgely was born in Baltimore, January 27, 1807, and died on November 16, 1881.

He joined the Odd Fellows in 1829, became a member of the Grand Lodge of Maryland in 1830, and of the Grand Lodge of the United States in 1831.

The monument erected to his memory is of granite, and is surmounted by a bronze statue of Ridgely. In style it is ornate Gothic and cost about \$20,000. Upwards

of 500,000 Odd Fellows contributed to its erection, and the dedication exercises on September 22, 1885, were attended by fully 20,000 people, mostly members of the order.

The monument stands in Harlem Park, and is suitably inscribed concerning the life of the one it commemorates and with the emblems of the order.

On October 19, 1901, amid probably the most illustrious assemblage of representative revolutionary societies ever seen in the city of Baltimore, the imposing shaft to the Maryland heroes of the revolution, erected by the Maryland Society of the Sons of the American Revolution, was unveiled on Mount Royal Plaza, opposite the beautiful Mount Royal station of the Baltimore & Ohio Railroad.

The monument was presented to that society.

President Edwin Warfield of the society read the resolutions adopted at a meeting of the society, Oct. 17, 1901, surrendering its right and title in the memorial to the City of Baltimore, upon condition "that it be forever kept as a monument, protected and kept in order by the city, and that nothing is to be taken from or added to it without the consent of the society."

The shaft of the monument is of Maryland granite, and is surmounted by a bronze statue of "Liberty," bearing in her outstretched hand a laurel wreath. The base is a solid block of the same material, on which are fastened large bronze tablets, bearing appropriate inscriptions concerning the operations of the Maryland line. On the front tablet is the following:

"Erected by the Maryland Society of the Sons of the American Revolution and dedicated on October 19, 1891.

"Peggy Stewart Day."

On Mt. Royal Avenue, near Lanvale Street, stands the beautiful memorial erected to the memory of those who followed the "Stars and Bars," of the Southern Confederacy, under the brilliant leadership of Lee, Jackson, Johnston, Stuart, Beauregard, Hill, Winder, Trimble, Elzey, Johnson and Gilmore.

The base and pedestal of the monument is of brown marble, and is surmounted by a beautiful bronze statue, entitled "The Spirit of the Confederacy," or "Glory and Valor," valor being represented by an angel, holding aloft in her left hand a

wreath, while with her left arm she supports valor, who is represented as a wounded youth.

On the face of the pedestal is the following inscription:

Gloria Victis.

To the Soldiers and Sailors of Maryland
In the Service of the Confederate
States of America.
1861-65.

On another side:

"Deo Vindice."

And another:

"Fatti Maschii Parole Femine"
—The motto of Maryland.

The monument was erected by the local chapter of the Daughters of the Confederacy, and was unveiled in the summer of 1903.

On September 21, 1903, Baltimore's reputation as a monumental city was further enhanced by the dedication of the handsome shaft erected on Mt. Royal avenue, almost within the shadow of the Confederate memorial, to the brave Marylanders who fell in the conflict with Mexico.

The shaft of the monument is of Maryland granite, and is surmounted by a bronze statue of Col. William H. Watson, who commanded a battalion of Baltimore volunteers in the war with Mexico and was killed in front of his men at Monterey. On the four sides of the monument are bronze tablets, containing respectively, lists of the names of the Marylanders killed in the war, the present survivors, the monument committee, etc.

On the face is the following inscription:

"Memorial to Marylanders killed in war with Mexico 1846-47-48. Erected by the Maryland Association of Veterans of Mexican War, 1903."

The flag which draped the monument was of historic interest, as being the same in which Colonel Watson's body was brought home enshrouded from Mexico.

A number of the lesser monuments and statues of the city which, while in reality are not of the importance of those of which we have given a description, are yet worthy of notice and entitled to a place in the city's adornment.

Among such may be mentioned the one to Bonny Scotland, in the figure of Sir William Wallace, presented to the city by W. W. Spence, and standing at the head of the big lake in Druid Hill Park. It is modeled after the one which crowns the

Abbey Craig, near Stirling, Scotland. The statue is the work of the great Scottish sculptor, D. W. Stevenson, R. S. A. The inscription on the monument is:

"Sir William Wallace, patriot and martyr for Scottish liberty, 1305."

Almost in the rear of the Wallace statue is a beautiful full length statue of Washington, which was presented to the Mayor and City Council by the grandchildren of the late Noah Walker, of "Dumbarton," Pikesville. It was executed by the sculptor Bartholomew, and for a long time adorned the old Walker Building on Baltimore Street.

Within a few hundred feet of it on the lake drive the Italians of Baltimore have placed a graceful pedestal surmounted by a life size figure of Columbus, by Achille Canessa. It is a replica of the one at Genoa, Italy.

It was in Baltimore that the first statue to Christopher Columbus was erected, although this fact was lost sight of until a

number of years back. It was placed on what are the grounds of the Samuel Ready Asylum at North Avenue and Harford road, on October 12, 1792, by Chevalier D'Amor, the French Consul General.

Thirty years later the name of Columbus was perpetuated in similar manner in the discoverer's native city, Genoa. The Baltimore statue was unveiled on the 300th anniversary of Columbus' landing. It is 50 feet high and quadrangular in form.

In addition to the above there are the statues of George Peabody, Roger Brooke Taney, Severn Teackle Wallis, and lastly but not least the fine equestrian statue of Gen. John Eager Howard. These all adorn and beautify Mt. Vernon Place.

With the erection of the monument to the soldiers and sailors of the Union Army, and also of that in contemplation to Francis Scott Key, Baltimore City will have a collection of splendid memorials that will hold first rank with any erected in any city of the American Union.



WASHINGTON MONUMENT.

SPEAK THE GOOD WORD.

BY WILLIAM J. LAMPTON.

It isn't the thinking how grateful we are
For the kindness of friends come to bless
Our sorrow or loss
'Neath the weight of the cross—
It is telling our gratefulness.

It isn't the love that they have in their hearts,
And neglect or forget to reveal,
That brightens the lives
Of husbands and wives—
It is telling the love that they feel.

It isn't the thinking of good to mankind
That comes as a cooling drink
To the famished ones
Of earth's daughters and sons—
It is telling the good that we think.

It isn't the music asleep in the strings
Of the lute that entrances the ear,
And brings to the breast
The spirit of rest—
It is only the music we hear.

It isn't the lilies we hide from the world,
Nor the roses we keep as our own,
That are strewn at our feet
By the angels we meet
On our way to the great White Throne.

It isn't the silence of hope unexpressed
That heartens and strengthens the weak
To triumph through strife
For the great things of life—
It's the words of good cheer that we speak.

THE BATTLE OF NORTH POINT IN LEGEND AND TRADITION.

How the British Marched Upon Baltimore and then Marched Back Again.

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A FEW years ago North Point seemed so far away to the residents of Baltimore and of the upper end of the county that one feels like rubbing one's eyes when one sees a trolley car bearing the name "North Point."

How many of those who visit Bay Shore realize that they are on historic ground and that a few miles away was fought a battle which though little in itself, had much to do with influencing the terms of the Treaty of Ghent in favor of the United States? President John Quincy Adams in 1827, thirteen years after the battle, thought it worth his while to visit the field.

The British had threatened Baltimore several times, and on two occasions the militia was marched down to North Point in order to repel the supposed attack. These false alarms had the good effect of familiarizing the Americans with the ground on which they were afterward to fight.

On one of these trips they threw up a line of earthworks across the narrowest part of Patapsco Neck, from Humphrey's creek to Black River. It passed through what are now the farm of Mrs. Josiah Bowen and the grounds of the Bright Light Club, three miles from Fort Howard that now is, and crossed the North Point road on a little rise of ground at the eastern boundary of the Bright Light.

As early as eighteen months before the battle it was arranged that the signal that the British were in sight coming up the bay should be a flag displayed on the cupola of Captain Ridgely's house at North Point, which was the highest in the neighborhood, and a flag so displayed could be seen from Baltimore harbor.

On Saturday, September 10, 1814, information was received in Baltimore that the British were ascending the bay. On Sunday morning the flag on Ridgely's house gave notice that the fleet was in sight, and in the afternoon a signal of three cannon shots fired on the courthouse green notified the people of Baltimore, and the militia at once assembled at their appointed mustering places.

The fleet, consisting of about fifty vessels

of all sorts, anchored at dusk in the mouth of the river two miles from shore. At three o'clock Monday morning the troops commenced to land, rowing their small boats as near as they could to the beach and then wading ashore. Persons still alive have talked with slaves who witnessed the disembarkation.

The landing place is just within North Point, being the low ground behind the red and white lighthouse that is seen by one crossing the trolley bridge over Welchman's creek. The commanding officers' quarters at Fort Howard now overlook the spot.

The enemy, not knowing what reception they might meet, lay down in the tall grass as soon as they climbed ashore, until the number landed amounted to nearly 1,000, when they arose and placed themselves in a position to protect those who were still disembarking. But they had nothing to fear. Not only were no soldiers on hand to oppose them, but most of the inhabitants had fled, carrying their best possessions to Gatch's Mill on the Belair road.

The force landed consisted of about 9,000 men, viz., 5,000 soldiers, 2,000 marines and 2,000 sailors; but probably not more than 4,000 were engaged in the subsequent battle. They carried ashore no horses, except those for the officers and for the artillery, which consisted of six field pieces and two howitzers. By seven o'clock A. M. the landing was completed and the soldiers began scattering themselves over the country to loot, although the British general, in his proclamation, promised that peaceful inhabitants who remained at home would be undisturbed in person and in goods.

In the Todd house which is now rebuilt from portions of the old house and has been occupied by regular descendants since 1664 and known as "Todd's Inheritance," was stationed a "pony express," consisting of nine men, one of whom was the grandfather of the present owner. When they had satisfied themselves that the British intended to march up Patapsco Neck they carried the information to Gen. John Stricker, who was stationed with his army at Bread and Cheese branch, seven miles

nearer Baltimore. They reached the Americans at seven A. M., the same hour at which the enemy finished landing. When the British returned down the North Point road, after their failure at Baltimore, they wantonly burned the house that had sheltered the American horsemen, and it was the only building they destroyed.

General Ross was among the first who came ashore. Accompanied by Admiral Cockburn, who afterward carried Napoleon to St. Helena on the *Northumberland*, and a party of officers and men, he went to the house of Thomas Shaw, on the farm next to Todd's, determined to get a few hours' repose.

General Ross ordered the family upstairs and took possession of the ground floor. A British lieutenant met Eleanor, a daughter of Mr. Shaw, on the stairs and tried to kiss her. The girl broke away from him and jumped from the second story window. General Ross immediately on learning of the incident placed the officer under arrest and had him taken back to the fleet. When Ross departed he left behind a nightcap, which the lady prized to the day of her death.

As the British were leaving one of the soldiers noticed a hornets' nest hanging from a tree beside the gate, and, never having seen such a thing before, pierced it with his bayonet. The result nearly demoralized the party.

"Where did you get your d—— white-headed flies?" they asked.

Marauding parties were scattered all over the Neck. At Lodge Farm, where the Rev. Dr. Leakin passed his boyhood, a soldier scratched a British flag with his bayonet on the plaster over the mantle-piece. It was still plainly visible when the house burned down about six years ago.

The next farm is Walnut Grove, which has been in the same family since it was granted by King Charles II. The fine, old house, now leased by the Crescent Club, is in full sight of the traveler to Bay Shore. Being the largest house in the neighborhood, the British intended to use it as a hospital.

Mr. John Jones, the owner, was in the American army, and his family had gone to the Belair road; but two slave boys, Sam and Dick, remained behind. When the soldiers came in sight, Sam crawled up the chimney of the big fire-place, but Dick was seized and made to act as guide for the

looters. He took them to the home of Dr. John Trotton, who was father-in-law of Mr. Jones. This house still stands and is in the section of Sparrows Point set apart for the colored employes of the Maryland Steel Company.

When news came that the British had destroyed Washington, Mrs. Trotton had once buried her silver in the garden and planted cabbage-seed over it. The plants had now sprung up and were growing well. The family had fled to Gatch's Mill; but the doctor had left behind his salves and liniments, and his wife her home-made wines and cordials. Knowing the doctor's familiarity with drugs, the soldiers feared poison. They threw out all the medicines, and compelled black Dick to sample all the wine before they would touch it. How long Dick remained sober, history does not say.

There was a barrel of blackberry wine that even he feared to taste because of its dark color. Into this the soldiers stirred feathers from ripped-open feather-beds; and then they filled the ticks with oats. Horses and wagons having been carried away, they could find no better vehicle than an old sled, on which they loaded the oats and dragged it to their ships nearly four miles distant. At leaving, they chalked on the door, "We have found very good cheer in Mrs. Trotton's house, and hope she will be at home when we return."

From the Steuart house, which stood in what is now the marine department of the Maryland Steel Company, where the brick kindergarten is, the soldiers took an inscribed prayer book. Many years after, a friend of the family while on a visit to England, overheard a conversation which led to its being restored.

At the club house now called Twin Oaks, on Back river, lived the family of Abraham Stansbury. Two roads led to the place, one leaving the North Point Road just east of the Monument House, and the other at Poplar Heights. It is a picturesque old place. The long, low, one-story house facing the river, has a porch which extends the entire length of the front. The soldiers committed here many depredations, such as slashing feather beds; though they showed their gallantry by returning every article claimed by a certain lady of the household.

There was a chest which they were

eager to open, and as the key was not produced, they threatened to break the lock by shooting at it. Mrs. Stansbury warned them that the chest contained a small keg of powder, and offered to give up the remaining contents if they allowed her first to remove the powder and shot. The request was granted; but the shot-bag which she took away and hid was full of coin.

After an interval of several hours, the party paid them a second visit on which they demanded the loan of a horse and cart which they had seen at their first visit standing near the house, and also some blankets. They promised that if the loan were granted at once the things should be returned; but not, if they had to take them by force.

The "loan" was made, and afterward the family were doubly surprised when horse, cart and blankets were faithfully returned, and they learned that they had been used to convey the dead body of General Ross to the landing place at North Point. He had been carried on a stretcher made of two fence rails from the spot where he was wounded to Poplar Heights, about a mile and a half in the rear; but when the cart arrived there he was already dead.

Let us now see what the American forces were doing in the meantime. Gen. John Stricker started out of Baltimore that hot Sunday afternoon with about 3,100 men, all militia. His force consisted of the Fifth, Sixth, Twenty-seventh, Thirty-ninth and Fifty-first Regiments of Infantry; 150 riflemen, 140 cavalry and 75 artillerymen with six four-pound guns.

"These regiments were not organized and equipped as regiments of the militia or national guard are now, but were composed of separate companies (as was the custom before the Civil War), some of which were uniformed and drilled, but others were merely enrolled and appeared in their citizen's clothes, and some members even wore their silk hats in the field. One company each from York, Hanover and Marietta, Pa., and one from Hagerstown were incorporated in these regiments—all the rest were from Baltimore."

They went down the Philadelphia road to the North Point road, which was called Long-log lane, from a long log house which stood about where the residence of Mr. John H. Lang now is, a little beyond Fifth avenue, going toward North Point, and on

the right-hand side of the road. A company of American riflemen used it during the battle and when they had to vacate it set it on fire.

The old Methodist Meeting-House, just east of Bread and Cheese branch, was reached at 8 p. m. Here they passed the night, possibly eating bread and cheese for supper and certainly drinking from the delightful spring in which the branch has its source. But this circumstance did not give rise to the name, as it is found on maps made before the year 1814. A tradition is that a party of surveyors years previously, having to indicate the stream on the plat they were making, gave it that name because they ate their lunch of bread and cheese at the spring.

The cavalry was sent forward about three miles and passed the night at Poplar Heights. The riflemen were also sent in advance, to a blacksmith shop one mile nearer. The cavalry were to watch the movements of the enemy and to give notice of their approach, while the riflemen, hiding in the long grass and behind the pine trees that abounded, were to harass them as they passed by.

But early the next morning the riflemen mortified their general by coming back. They had heard conflicting rumors that the British were landing on the shore of Back river or of Bear creek, and in either case their retreat would have been cut off. General Stricker afterwards got word through the cavalry that a small party of the enemy was regaling itself at Gorsuch's farm; and he sent Major Heath with 150 infantry, seventy riflemen, and ten artillerymen with one 4-pounder, to dislodge them.

The British had moved down the road from North Point; and when General Ross reached Poplar Heights, he and his officers took possession of the farm where the American cavalry had spent the night. Going to the house, Ross ordered breakfast. Mr. Gorsuch had to wait on the table and taste of every dish that was prepared.

It was during this meal that General Ross made the boast that he would eat his dinner that night in Baltimore or in hell. He did not eat it in Baltimore. In fact, he breathed his last, a few hours later, in sight of the house where he now was. This house was destroyed more than seventy-five years ago, but the foundations

are still in the ground in the rear of the present house.

While the British were here, three of the American cavalymen in their green uniforms were captured and brought before General Ross. They had been chased through the woods by the British and were making their escape in a small boat on Bear creek, when a party of the enemy discovered them and threatened to fire if they did not return to shore. Immediately one of them held up a white handkerchief, and they rowed back.

General Ross questioned them as to the preparations for the defense of Baltimore, and they assured him that practically every man who could bear arms had been enrolled in the army. They wished the General to release them on parole, but he declined.

It must have been fully midday when the rear guard and the stragglers of the British army came up and Ross left the farmhouse. The whole column then moved down the North Point road, and shortly after 1 o'clock met Major Heath's little detachment of less than 250 men. The meeting was unexpected on both sides. The curve in the road and the woods acted as a veil until the British were almost upon the Americans.

Firing began at once, and General Ross, who was somewhere toward the rear, rode up to ascertain the cause of it. He had reached the foot of the slight hill a few rods east of the monument and, emerging from the woods that shut in the road where it runs down the hill, was passing under some trees on his left when he received the wound that speedily caused his death.

Local tradition insists that Wells and McComas were lying behind a black gum log at the foot of the hill on Gen. Ross' left. But they were riflemen and the British authorities report that he was killed by a musket ball and buckshot. Moreover, the shot passed through his right arm into his right breast. An English account speaks of three men at a peach tree; one was in the tree gathering fruit. On seeing the enemy he jumped to the ground, and all three fired and General Ross was struck. The fire was immediately returned and the three men were killed. On examination it was found that their remaining cartridges were loaded with buckshot and ball.

For obvious reasons the story is improbable. A whole book has been written to prove that General Ross was killed by

Captain Howard's Mechanical Volunteers, and also it is asserted that Wells and McComas fell at the first fire of the British, before General Ross had ridden to the front. Probably the question as to who killed General Ross will remain as unanswerable as the celebrated contemporary Baltimore query, "Who struck Billy Patterson?" However, in 1850, the cornerstone of the Wells and McComas Monument was laid in Ashland Square, and on September 12, 1858, after Rev. John McCron had "delivered a chaste and impressive prayer" and Mayor Swan had made a speech and Judge Legrand an oration, the remains of the two youths were placed in a vault beneath the shaft. But to one who believed in omens there must have been something impressive in the fact that the grandstand went down with a crash before the ceremonies were concluded.

General Ross would have fallen to the ground had he not been caught in the arms of his aid-de-camp. He spoke only his wife's name and commended his family to the protection of his country. On setting out he had promised his wife that this should be his last campaign. He was hastily carried to the shade of an old oak tree that until about four years ago stood across the road from the monument house, and placed under a tent of blankets, while his horse, stained with blood, galloped wildly to the rear.

Soon a surgeon came hurrying up, having been called by an officer, who hastened to the rear after him. A rude stretcher was improvised and the wounded and unconscious soldier was tenderly borne back toward the ships. But only a mile and a half of that weary road had been traversed when it was discovered that the General was about to breathe his last. The bearers laid their burden under a poplar tree by the wayside opposite Gorsuch's farm, and the end was not long in coming.

The surgeons at once disemboweled the dead general for the better preservation of the body, and buried the viscera under the tree; and for many years the negroes of the neighborhood dug holes there in search for British treasure.

The cart from Twin Oaks now coming up, the body was carried to the fleet and placed in a cask of rum. On September 29 it was interred at Halifax, Nova Scotia. At Rosstrevor, his home, his old regiment placed a memorial in the parish church,

and in 1826 the Chesapeake force, together with his old neighbors, erected in the vicinity a granite obelisk 100 feet high. There is also a monument, erected by Parliament, in St. Paul's Cathedral. The Americans were not certain of his death until a week afterwards.

The poplar tree stood at what is still known as Poplar Heights.

It was cut down many years ago. Being on a bank overhanging the road, it had become undermined and was in danger of falling on the road.

The monument near the spot where General Ross was shot was erected on July 28, 1817, by the Mechanical Volunteers to the memory of Aquilla Randall, the only member of their company who was killed in the skirmish. It is probable that Randall is not buried beneath it. Some ten years ago, when it was toppling over, Mrs. John Butchsky, proprietress of the Monument House, in front of which it stands, had it taken down and the foundation renewed; but no sign of a grave was discovered.

Although it is of marble, Mrs. Butchsky keeps it well painted. In form it is an obelisk on a pedestal, about $9\frac{1}{2}$ feet high in all, and it is surrounded by an iron railing. Each of the four faces of the pedestal has an inscription, that on the side next to the road being "How beautiful is death when earned by virtue"—the last word being spelled "vertue."

It is to be hoped that the cultured Gen. Benjamin C. Howard, who was the captain of the company, and who made an address at the setting up of the stone, was as little responsible for the meaningless epitaph as for the spelling thereof. Beneath this, until the present year, there appeared in black paint the legend, "Kept in repair by Mrs. John Butchsky."

The Mechanical Volunteers were organized during the Revolution, and claimed to have been the body-guard of Washington at the battle of Germantown and also during the whisky insurrection in 1794.

When Major Heath, his horse killed under him, saw that his little detachment had the whole British army to fight, he ordered them to fall back to the main body of the Americans, who were now drawn up about a mile behind him.

The line was posted in advance of the junction of the Trappe road with the North Point road so as to defend both of

these approaches to the city, and extended nearly one mile from Bear creek to a marsh where Bread and Cheese branch joins Back river.

First came the Fifth Regiment, with its right resting on Bear creek and its left extending across the North Point road; then the Twenty-seventh, on the other side of the road; then the Thirty-ninth, with its back to the front of the meeting house; and at right angles to the Thirty-ninth was the Fifty-first, facing the marsh and Back river, and with its back to the side of the meeting house. This last regiment, which behaved shamefully, and, with a part of the Thirty-ninth, ran away, was so placed in anticipation that the enemy would try to "march around" the line, so to speak—an attempt that was actually made.

These two regiments—the Fifty-first and the Thirty-ninth—had been originally posted in the rear, on top of the hill on the Baltimore side of Bread and Cheese branch, but had afterwards been ordered to come up and take the positions described above. Still further in the rear, on Perego's Hill, the Sixth Regiment was stationed as a reserve.

The fight at the meeting house began at 2.30 and lasted an hour and a quarter. Before new weatherboarding was put on the building some years ago bullets by the score might have been picked out of its walls. It is not used as a church, the congregation having erected a new building.

At 3.45 o'clock General Stricker, who had been opposing at least 1,000 of the enemy with 1,400 men, ordered a retreat to Perego's Hill, where the Sixth Regiment was stationed, and finally after some deliberation retreated all the way back to the Philadelphia road and passed the night at Worthington's Mill, on the hill just on the other side of Herring run. It was known in later days as Orndorf's Mill. The old race is still to be seen.

The retreat was so rapid that the enemy called it a flight, and as long as any of the Old Defenders lived they had a joke among themselves to the effect that the army retired with so great precipitation that the infantry overtook the cavalry and called out to them as they passed: "If you don't hurry the British will catch you!"

The enemy spent the night on the field of battle. One sometimes hears it said in the locality that they used the meeting house as a hospital, but one of their own

authorities says that there were two houses, stripped of all furniture by their owners, the smaller of which was taken for headquarters and the larger for a hospital, where the Americans and British together lay upon the floor. It stood on the north side of the road, east of the meeting house.

The loss on the American side was 24 killed, 139 wounded and 50 prisoners—a total of 213. On the British side 39 were killed and 251 wounded, besides many deserters.

The next morning the Americans fell back to the entrenchments at Patterson Park, then called Hempstead Hill, and the British came as far as Orangeville on the Philadelphia road, extending themselves to where the Belair road crosses Herring run, so that the Americans made preparations to repel an attack that might have been made by coming down on the city by way of the Harford and York roads.

Their headquarters were in the house of Judge Kell, on an eminence north of the Philadelphia road, just east of Orangeville.

From the upper windows of this house the enemy saw and studied and secretly complimented the vast earthworks, a small part of which (Rodgers' Bastion) remains in Patterson Park, but which then extended from the harbor to where the Johns Hopkins Hospital now is, with other detached works west of Broadway and also on Gallops Hill, south of what is now Greenmount Cemetery. A generation ago there were old men who told with pride how they had carried sod on their heads to make them.

The magnitude of these preparations dismayed the enemy, already demoralized by the death of Ross, and, learning also of the failure of the fleet to silence Fort Mc-

Henry, they resolved to retreat. That night, three hours after midnight, they took their departure so stealthily that the Americans did not discover it until daylight. There was a fruitless attempt at pursuit.

This was Wednesday. When they reached the scene of Monday's battle, the dead men were still lying where they had fallen, and the bodies of a number of American riflemen were hanging in the limbs of the trees, which they had ascended in order to get better aim.

They stopped an hour to rest and to gather up the blankets which they had thrown aside the morning before, but made no effort to bury even their own dead. Tradition says that the British were afterward buried in graves so shallow that the bones became exposed in the course of time, and boys attending school in the small building in the meeting-house enclosure used to bowl the skulls over the ground. The place of burial is said to have been a marsh north of the meeting house and at the mouth of the Bread and Cheese branch.

At noon the retreating British reached the place where their general received his death wound. Without tarrying they pressed on to where the Bright Light Clubhouse is. Here, as we have seen, the Americans had previously commenced a line of earthworks. Crossing it, the British stationed a guard on the other side, and prepared to spend the night, making themselves tents out of their blankets and ramrods.

The next day the march to North Point was resumed. Todd's house was burned, and before night the last British soldier was on board the fleet.



THE CANNING SEASON IN MARYLAND.

An Industry in Which the Old Line State Leads the Whole World.

THE BALTIMORE "SUN."

TWENTY thousand wage-earners more or less are working like Trojans these September days to aid Maryland in maintaining her position of supremacy as the center of America's canning industry.

Of these 20,000 workers more than half are only temporarily employed by the canneries during the rush harvest months; and all of these extra laborers, with an overwhelming majority of the regular canning-house forces, are to-day engaged in packing tomatoes and corn. The vegetable canning season is now in full swing.

In the fields, cutting corn and picking tomatoes; in the packing houses preparing the vegetables and sealing them in tins, and in the warehouses labeling and packing in cases the finished product—this is the work which these many laborers are performing.

The army of workers is made up of men, women and children; and in racial complexion it is a composite of Bohemian, English, German, Ethiopian and, in lesser degree, many other nationalities.

These toilers in the big cities, in the smaller towns and villages, and in the rural sections of Maryland will show as the result of their toil, now just begun in earnest, and which will continue uninterrupted up to the first frost, a total pack of between 3,000,000 and 4,000,000 cases of tomatoes and about one-third as many cases of corn, or an aggregate of something like 100,000,000 cans of the two vegetables.

The larger city packing establishments—frequently housing under one roof several hundred, and even a thousand workers—are, of course, interesting to the outsider, just as any well-regulated manufacturing plant is; but it is rather in the smaller enterprises, scattered broadcast throughout the State, that the average person will find conditions that make the strongest appeal for his attention. The great canning establishments lack individuality—each is designedly a well-ordered piece of machinery; while the smaller canneries are all living, emotional creatures with as much personality as a human being.

The cause for this difference is not far to

seek. The big city plant is simply a factory. It is in operation all, or nearly all, of the year. It purchases raw material and by commonplace laborers this material is converted into canned goods.

Its employees are in all respects simply factory hands.

On the other hand, the small canning establishments, usually found in the little towns or in a country district near some transportation line, is operated only for a limited season; in the case of vegetable packing houses, only during the harvest season of corn, tomatoes and peas. Its season is short and rapid, for when once the raw material begins to ripen in the field, it matures quickly and simultaneously and must be disposed of before it reaches a stage of decay.

The small rural packer is dependent upon his immediate surrounding territory for his raw material, and therefore the crops available to him all become ready for his use—ready with an urgency—at about the same time, and he who has not been accustomed to running a cannery for almost a year is called upon to direct a plant which enters the field of activity with a spurt and rushes breathlessly through its entire season in a few months.

And, finally the laborers in the majority of out-of-town canneries are imported from the larger cities, and with their crude mode of life while in their temporary quarters they add a bit of fascination to the establishment by which they are employed.

Baltimore has been called "the cradle of the canning industry," and Maryland leads the country in the packing of tomatoes, corn, peas, lima beans and not a few fruits. In the State there are, perhaps, 300 canneries devoted to the packing of vegetables and fruits; the largest, of course, being in the city of Baltimore, but the smaller ones are well distributed through the counties. And there is a tendency to-day toward the wider distribution of canning energy rather than concentration, which promises well for the farmer who disposes of his product to canners, as well as for the canning industry itself and the material interests of the State.

In sections of Maryland where canning had apparently never before been thought of as an adjunct to the agricultural industry small plants are being erected, and thus there is created a certain market for the truck farmer who heretofore has been dependent upon the rather fickle course of the city produce demand. In many instances, too, there are found under common management or ownership both a canning establishment and a truck farm. Thus a producer of preservable vegetables enters into the closely allied business of canner, supplying from his own land part of the raw material used by his establishment and also purchasing from his neighbors additional products.

The smaller canneries are usually unpretentious affairs. They are invariably near the source of supply for raw materials, and almost as invariably near a transportation line, although in a few instances canning houses are three and even five miles from their shipping point.

The establishment consists of at least two buildings. One of these—a barnlike structure with one large door, but no windows—is the warehouse where are stored the cases and tins before the packing season begins, and after canning is under way, with the sealed goods, which are subsequently labeled and nailed up in cases.

The other building is the cannery itself. This is, as a rule, a crude structure, open sometimes on one side and sometimes open on two and three, and even all four sides. Here the vegetables are prepared for canning, where they are sealed and cooked, and from this building they are generally carted to the nearby warehouse to be labeled and packed in cases, although the cans are sometimes given these finishing touches before they leave the packing room.

To follow in the proper order the business of the canning of vegetables, the first class of laborers encountered is the gatherer of corn from the stalks and the picker of tomatoes from the vine. This work is usually performed by men, as it is both heavy and tiring, and the laborers engaged are as a rule foreign help; that is, they are brought into the section for that particular work, and after it has been performed return again to their homes.

An ordinary establishment in a small town or village might employ three to six pickers, and these are hired from the city. The same men frequently travel in com-

pany, thus being with one another year after year.

The pickers' employment with the cannery lasts anywhere from a few weeks to several months, and during this period they live in a hut in the open field. In one instance five pickers were found living in one tiny building of rough plank, the structure measuring hardly more than eight feet for any one of its three dimensions.

The hut was provided with a door, though no windows, and inside two shelves, about four feet deep and reaching from front to back of the building, served as a pair of double bunks, while the stretch of floor under the lower berth could be utilized as an additional double bed. The bedding had apparently been acquired from a nearby stable. The building overlooked a great tomato field where the men were to labor, while back of it lay a small clump of trees, under which the duly-appointed mess-cook prepared meals that were neither coarse nor unappetizing.

The tomato picker works hard, but earns fair wages. He is paid at the rate of four cents for gathering a bushel of tomatoes, which does not at first thought seem inviting. This one bushel means the filling twice of the basket that he carries in one hand while going through the patch, and which he empties in the bushel boxes that his employer causes to be strewn along the outskirts of the tomato patch. But the more capable of these pickers can gather in the course of their 10- or 12-hour day anywhere from 75 to 100 bushels of the vegetables, and they frequently work in a good season five and six weeks at a stretch without a break. Despite their humble quarters and their rather heavy labor, the pickers are generally presentable specimens of manhood, and the outing which they enjoy during their season of work in the field is not without its attractive features.

Much the same process followed in the picking of tomatoes is pursued in cutting corn, and the gathered product is placed where it may easily be collected by the cannery wagons and carried off to the packing house.

The laborers in the field who gather the vegetables are more often native Americans than otherwise, but in the cannery proper the foreign element, perhaps, dominates; and here Bohemians and other nationalities are in prominence, and work-

ers of that class, which has as yet imbibed little pertaining to America, are found at the tables. In their labor, in their living quarters and in the atmosphere which surrounds them, there is not found as much to admire as in the cleanly habits of the male vegetable pickers.

The inside cannery employees are also imported as a rule from the cities, and during the several months that they work in the out-of-town packing houses they live in a small settlement somewhere close to the place of their employment. They are, of course, in greater numbers than the pickers, and a moderate-size cannery may employ anywhere from fifteen to fifty workers of this class.

The packers come to the cannery with their entire families, when they have families, and the workers—especially when they are of the same nationality—live in a sort of colony of their own.

Their quarters consist of a collection of rough shanties under a few shade trees, and the various families are crowded into small one-room huts and generally do their cooking in the open in about the same manner as the pickers. The separate families cook for themselves and do not mess together. Outside of meal hours and sleeping time, however, they freely intermingle with one another.

In the canning of corn, the husks are removed from the ears immediately after the vegetable reaches the cannery. This labor is performed by the less capable women and children, who are paid so much per basket for their work, a full basket being determined by weight.

The ears are then carried to the long tables where are stationed the cutters, and these separate the grains from the cob, being paid according to the bucket of cut corn. The cobs and other refuse are removed in "slop" wagons to be fed to ever-hungry swine, while the cut corn is put into a fan by which means the silk and other foreign matter are separated.

The cleaned grains of corn are then put into the cans and passed through an apparatus that fills whatever vacant space may remain with brine, which is employed as a preservative, and the cans are then capped though not sealed.

There still remains a small hole, about the size of a wire nail, in the top of the cap, and in this state the cans are put into a hot-water boiler, where they remain for

15 minutes for the purpose of exhausting the air in the cans.

They are then sealed and put into a huge wire basket; and this is run into a dry-steam boiler, where it is allowed to stay for about 40 minutes in a temperature of 240 degrees. The corn is then ready for labeling and packing in cases.

Although machines for the cutting of corn for canneries have been invented, in perhaps a majority of the canneries and packing-houses in the small towns the hand method is followed, and in some cases after machines have been installed the canners have returned to the less advanced process.

In the canning of tomatoes the vegetables, when received at the packing house, are put into huge iron baskets well perforated around the side and bottom with drain holes and this is lowered into boiling water, where the tomatoes are scalded for two or three minutes. The basket is then raised and the vegetables distributed to the peelers, who have little difficulty in removing the skins after the hot water bath.

The peelers are paid by the bucket, receiving on an average 3 cents per bucket. The canners have recently become more exacting in the manner of filling the buckets and an old time practice of having an excess of juice in the skinned tomatoes turned in by the peelers is no longer possible under the new order of things.

The tables at which the packers work are long lumber counters with an elevated strip running lengthwise and the top of the table sloping from this strip toward the peelers, who work in two rows on either side, facing one another.

The buckets into which they put the peeled tomatoes are provided with drain holes and the excess juice is drained off and by means of a gutter or pipe is carried to the head of the table.

As the peelers deliver their filled buckets to the proper official they are credited if their bucket is full of firm tomatoes, while the juice, which has drawn off, is afterward supplied in the proper proportion.

The peeled tomatoes are then placed in the cans and capped. The same process of exhausting which is pursued in the canning of corn is followed in some establishments in the canning of tomatoes, although many canneries do not exhaust the tomatoes be-

fore sealing, and they are hermetically closed before being put into the boiler.

The tomatoes, after being sealed, are left in the steam boiler for 30 to 45 minutes, the time depending upon whether the vegetables have been packed in a two or three pound can. After being taken from the boiler the same course is followed as in the case of canned corn.

The rapid increase in the number of canning establishments in Maryland, accompanied by a decrease in the average capital per establishment and the average number of employes, indicates a healthy growth of the canning industry in smaller establishments. This increase is largely noticeable in the heart of farming districts and, as has already been noted, means a great benefit to the agricultural class.

In addition to the certain market which a cannery establishes for the nearby farmers for their truck produce, there comes from it, as a by-product, the slops, which have a very considerable market value as feed.

No matter how thin and frisky the pig population near a cannery may be before the opening of the canning season, it is sure to be transformed by the close of the season, through the agency of corn husks and cobs and tomato waste, into a race of fat and lazy swine.

Even the canner himself in a prosperous season cannot take on more flesh than this parasite at the end of the waste-pipe of his factory, and the refuse of a canning season finds itself by fall converted into many pounds of bacon and ham.





LOOKING NORTH ALONG CHARLES STREET, BALTIMORE, OVER THE HOUSETOPS
FROM THE ROOF OF THE NEW BALTIMORE & OHIO BUILDING

THE HIVING OF THE BEES.—MARYLAND HOME-COMING.

THE Home-Coming "bee" which is so industriously buzzing throughout the United States, has stung Baltimore again—a second time within a year. Last September the City of Baltimore called her sons and daughters home to witness what had been done in rebuilding the city two years after the great fire of February, 1904; it also desired to impress upon them that with the burning of many of the old buildings many old-fogy ideas went with them.

There are many "first things" among Baltimore's best achievements. She produced the first railroad of the country, the Baltimore & Ohio; the first telegraph, and the first electric street-railway cars. While these facts are pleasant to look back upon, the real matter of importance is the fact that the city is now practically rebuilt and traces of the fire almost entirely obliterated, and new business ideas with renewed activity are infused among its citizens.

There are but few references to "befo' the fiah". With new buildings, new streets, new sewers and the like, the municipality has little time for retrospection. The business men, on the other hand, are very much like *Oliver Twist* and are determinedly desirous of getting more. The city is preparing printed matter which will soon be distributed far and wide, showing the many reasons why its sisters and its cousins and its aunts should walk right in and look around before going back again.

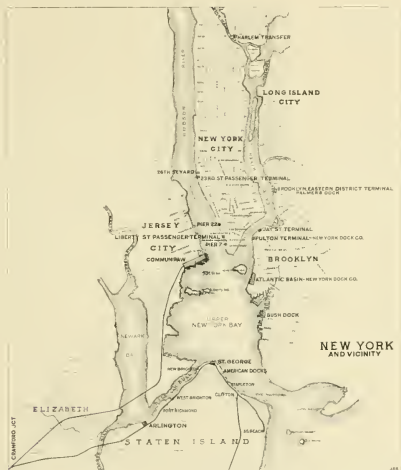
Baltimore is also talking about having a Banner Exposition in 1914, celebrating the one-hundredth anniversary of the "Star-Spangled Banner"; but that has nothing to do with the proposed Home-Coming at hand.

The general programme will be issued shortly announcing the week of October 14 as the selected time for the Home-Coming.

THE BALTIMORE & OHIO RAILROAD COMPANY AND ITS PASSENGER AND FREIGHT INTERESTS IN NEW YORK CITY.

FOR many years The Baltimore & Ohio Railroad Company has maintained between its New York City stations and the West a quick dispatch service which, for regularity and speed, is unsurpassed. The popular and well known "B. & O. Train 97" reaches Chicago in sixty hours, St. Louis in sixty-one hours, Cincinnati in forty-one hours,

sive terminals at St. George on the Staten Island shore just as other lines handle their New York traffic to and from the New Jersey shore. The accompanying map, though of necessarily small scale, will give some idea of the location of the Baltimore & Ohio Railroad Company freight terminals at New York, Brooklyn and St. George as follows:



Cleveland in thirty-seven hours, Pittsburg in twenty-eight hours, and other important cities on Baltimore & Ohio system in correspondingly quick time, and through its connections with other carriers serves with regularity and dispatch all the territory in the West, Northwest and Southwest.

The Baltimore & Ohio Railroad Company freight terminals in New York City and Brooklyn are reached by water by means of floating equipment from its exten-

NEW YORK CITY.

Pier 22, North River, foot of Harrison Street, centrally located, with capacity of about 300 carloads, is especially adapted to the handling of merchandise and all kinds of perishable commodities and dairy freight, being 900 feet long and 75 feet wide with bulkheads 87½ feet on either side of the pier.

Pier 7, North River, foot of Rector Street, with capacity of about 300 carloads,

being 700 feet long and 100 feet wide, with a street frontage of 300 feet, is so situated with reference to the downtown district as to be unsurpassed as a convenience to the shipping public. Outbound freight is handled over a bulkhead which supplies the quickest possible method of receiving and loading merchandise. This pier is adapted to the handling of fruit in large quantities.

West 26th Street Yard with track room for seventy-five cars, warehouse for handling inbound and outbound merchandise and facilities for handling all kinds of freight.

Harlem Transfer Co., 135th Street and Harlem River where carloads and less carload freight of all descriptions is handled.

BROOKLYN.

Brooklyn Eastern District Terminal (formerly Palmer's Dock) at foot of North 4th to North 10th Streets.

Jay Street Terminal foot of Bridge Street.

New York Dock Co. terminals on water front; Fulton Terminal between Fulton Street and Atlantic Avenue; Baltic Terminal between Atlantic Avenue and Columbia Street and Atlantic Terminal between Hamilton Avenue and Walcott Street. Steamers from all parts of the world discharge and load at these terminals, and warehouses are adjacent for the storage of general merchandise.

Bush Terminal Co., Bush Dock, on water front between 40th and 43d Streets, South Brooklyn, equipped for handling freight of all descriptions.

St. George Lighterage, Staten Island.

At this terminal there are eight piers for handling of lighterage freight, including freight for export, deliveries being made direct from the piers to the various ocean steamship lines. This terminal is to the Baltimore & Ohio Railroad Company what Jersey City is to other lines.

NEW YORK PASSENGER TERMINALS.

The Baltimore & Ohio passenger terminals in New York City are most convenient.

The terminal at foot of Liberty Street is convenient to Wall Street and the Exchanges and the entire business section of lower New York. It is but a short walk from the elevated lines, the subway and the Broadway surface lines.

The new terminal at foot of West 23d Street is the popular uptown terminal, convenient to the hotel, theater and shopping district.

Through electric street cars run between 23d Street terminal and Grand Central Station between 7.30 a. m. and 7.00 p. m. week-days via 23d Street and Fourth Avenue. Cars run on four minute headway, making distance between stations in about 20 minutes.

Electric cab service to all parts of the city is maintained at very reasonable rates.





Stub Ends of Thought

By ARTHUR G. LEWIS.



CONSTANT practice at a target within the range of our ability will surely result in our hitting the bull's eye some day.

THE world is always against those who are against themselves.

IT is unjust and unsafe to form a theory on any human condition, except in individual and isolated cases.

MANY women merely compel men to recognize a sense of duty; others influence them to exercise a form of sentiment.

SMALL people show up to the least advantage when chance or favoritism has made them conspicuous.

MANY of us never pass the age of indiscretion until it is too late to be so.

AN ounce of business enthusiasm is worth a ton of constrained effort.

THERE is no passion side to friendship; to beat itself to death against itself.

HARMONY is desirable under most conditions, but policy is imperative in all.

IF the mother-in-law question is ever settled, she will have the last word in the final argument.

ONE of our small weaknesses is to depreciate those things which we are not large enough to appreciate.

REAL moral courage consists of a defiance of every opinion except that one which we know to be right.

FRIENDSHIP is one of the most beautiful things in the world, provided it is seasoned with self-sacrifice and garnished with sincerity.

MORE revenue is destroyed by the hand of undigested ability than there is created by the skilled service of knowledge and experience.

PHILOSOPHY helps us to become reconciled to many things where the lack of it would cause despair.

ONE of the most pathetic conditions of human disappointment is the spectacle of unrecognized ability.

MEN of worth are seldom popular in their own day; for while intelligence is on the march, ignorance is on the run.

"STUB ENDS OF THOUGHT" in book form, bound in silk cloth (104 pages), may be obtained from the author, Arthur G. Lewis, Norfolk, Va. Price \$1.00, postpaid.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON,
BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE JUNE 2, 1907.										
EASTWARD										
	No. 504 DAILY	No. 526 EXCEPT SUNDAY 8 HOUR	No. 522 SUNDAY	No. 528 EXCEPT SUNDAY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 8 HOUR	No. 506 DAILY	No. 510 DAILY	No. 514 DAILY	No. 512 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	PM	AM
LV. WASHINGTON	7.00	9.00	8.00	11.00	1.00	3.00	6.00	8.00	11.30	2.52
LV. BALTIMORE, CAMDEN STATION	7.55	9.50	8.52	11.50	1.55	3.48	6.00	8.00	12.35	3.46
LV. BALTIMORE, MT. ROYAL STATION	8.00	9.54	8.57	11.54	1.59	3.52	6.05	8.05	12.44	3.51
AR. PHILADELPHIA	10.15	11.52	12.11	2.02	4.05	6.50	8.19	11.45	3.06	6.00
AR. NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.15	6.30	8.00	10.40	3.20	6.40	8.32
AR. NEW YORK, 230 STREET	12.45	2.10	2.40	4.25	6.45	8.10	10.50	6.33	6.53	8.43
	PM	PM	PM	PM	PM	PM	PM	AM	AM	

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO
PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE JUNE 2, 1907.									
WESTWARD									
	No. 555 DAILY	No. 517 EXCEPT SUNDAY	No. 505 DAILY	No. 501 DAILY	No. 507 DAILY	No. 527 DAILY 8 HOUR	No. 509 "ROYAL LIMITED" DAILY 8 HOUR	No. 503 DAILY	No. 511 DAILY
	PM	AM	AM	AM	PM	PM	PM	PM	PM
LV. NEW YORK, 230 STREET	11.50	7.50	9.50	11.50	1.50	3.50	6.50	8.50	8.50
LV. NEW YORK, LIBERTY STREET	1.30	8.00	10.00	12.00	2.00	4.00	6.00	7.00	7.00
LV. PHILADELPHIA	4.15	8.15	10.17	12.30	2.17	4.16	6.12	8.35	9.21
AR. BALTIMORE, MT. ROYAL STATION	6.45	10.50	12.13	2.43	4.16	6.09	8.09	10.50	11.23
AR. BALTIMORE, CAMDEN STATION	6.50	10.55	12.17	2.47	4.20	6.13	8.13	10.55	11.27
AR. WASHINGTON	7.50	11.45	1.12	3.50	6.20	7.00	8.00	12.00	12.22
	AM	AM	PM	PM	PM	PM	PM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST
AND SOUTHWEST.

EFFECTIVE JUNE 2, 1907									
WESTWARD									
	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 8 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 15 EXPRESS DAILY	NOTE
LV. NEW YORK, 230 STREET	9.50 AM	11.50 AM	N 3.50 PM	5.50 PM	7.50 AM	11.50 PM	6.50 PM		
LV. NEW YORK, LIBERTY STREET	10.00 AM	12.00 NN	N 4.00 PM	6.00 PM	8.00 AM	1.30 PM	7.00 PM		
LV. PHILADELPHIA	12.30 PM	2.17 PM	6.12 PM	8.35 PM	10.17 AM	4.15 PM	9.21 PM		
LV. BALTIMORE, MT. ROYAL STATION	2.43 PM	4.18 PM	8.09 PM	10.50 PM	12.13 PM	7.45 PM	11.23 PM		
LV. BALTIMORE, CAMDEN STATION	3.00 PM	4.30 PM	8.00 PM	11.05 PM	12.22 PM	8.00 PM	11.32 PM		
LV. WASHINGTON	4.05 PM	5.30 PM	9.10 PM	12.40 PM	1.22 PM	9.10 PM	12.30 PM		
AR. DEER PARK HOTEL	10.12 PM	11.39 PM		6.55 PM	7.13 PM				
AR. PITTSBURG			6.45 AM		9.42 PM	6.20 PM	8.50 AM	LV 8.35 PM	
AR. CLEVELAND			12.00 NN						
AR. WHEELING (EASTERN TIME)		5.35 PM				9.00 PM		LV 8.30 PM	
AR. COLUMBUS (CENTRAL TIME)		8.45 PM						10.15 PM	
AR. OHIO		5.15 PM			9.45 PM			8.30 PM	
AR. CINCINNATI	8.05 PM			5.35 PM		8.30 PM			
AR. INDIANAPOLIS	11.45 PM			10.35 PM		6.35 PM			
AR. LOUISVILLE	11.50 PM			9.30 PM		7.10 PM			
AR. ST. LOUIS	5.27 PM			7.25 PM		1.40 PM			
AR. CHATTANOOGA	6.15 PM			6.30 AM					
AR. MEMPHIS				8.15 AM					
AR. NEW ORLEANS	8.45 PM			8.10 PM					

Through Pullman Sleepers to all points. * Except Sunday. N—Connection east of Philadelphia is made with No. 509, "Royal Limited." Note.—Direct connection at Cumberland with Train No. 55 from points east.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EFFECTIVE JUNE 2, 1907.									
EASTWARD									
	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 OQUENNE LIM. DAILY	No. 14 EXPRESS DAILY		
LV. CHICAGO			5.00 PM	10.40 AM			8.30 PM		
LV. COLUMBUS				7.00 PM					
LV. WHEELING (EASTERN TIME)		5.00 PM		12.25 AM			10.50 AM		
LV. CLEVELAND			8.30 PM		3.00 PM				
LV. PITTSBURG			8.00 AM		9.30 PM				
LV. ST. LOUIS	9.00 AM	1.45 AM				6.00 PM	1.15 PM		
LV. LOUISVILLE	2.10 PM	8.10 AM				9.28 PM			
LV. INDIANAPOLIS	3.00 PM	8.05 AM				2.50 PM			
LV. CINCINNATI	* 6.35 PM	12.10 PM				4.12 AM			
LV. NEW ORLEANS		9.10 AM				8.00 AM			
LV. MEMPHIS		8.40 PM				8.15 PM			
LV. CHATTANOOGA	6.20 AM	10.30 PM				1.00 PM			
LV. DEER PARK HOTEL	6.44 AM	12.38 PM	10.15 AM	8.15 PM		8.40 PM			
AR. WASHINGTON	12.10 PM	6.30 AM	4.42 PM	12.30 PM	8.41 AM		10.25 PM		
AR. BALTIMORE, CAMDEN STATION	1.47 PM	7.50 AM	5.50 PM	1.47 PM	7.50 AM	3.42 AM	11.30 PM		
AR. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	6.05 PM	1.59 PM	8.00 AM	3.51 AM	12.44 PM		
AR. PHILADELPHIA	4.05 PM	10.15 AM	8.19 PM	4.05 PM	10.15 AM	6.00 AM	3.05 PM		
AR. NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 PM	6.30 PM	12.35 PM	8.32 AM	6.40 AM		
AR. NEW YORK, 230 STREET	8.45 PM	12.45 PM	10.50 PM	6.45 PM	12.45 PM	8.43 AM	6.53 AM		

Through Pullman Sleepers from all points. * Daily. † Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR"
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Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

No. 512. Drawing Room Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia. Dining Car, a la carte, Philadelphia to New York.

No. 504. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. Five Hour Train. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Philadelphia to New York.

No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 528. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 524. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 504. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Dining Car, table d'hote, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506. Drawing Room Parlor Car Washington to New York. Dining Car a la carte, Baltimore to Philadelphia

No. 514. Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 555. Separate Pullman Drawing Room Sleeping Cars to Baltimore, Washington and Cincinnati.

No. 517. Drawing Room Parlor Car Philadelphia to Washington.

No. 505. Drawing Room Sleeping Car New York to Chicago. Dining Car, a la carte, New York to Philadelphia.

No. 501. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.

No. 507. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.

No. 527. Five Hour Train. Drawing Room Buffet Parlor Car New York to Washington.

No. 509. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hote, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.

No. 511. Drawing Room Parlor Car New York to Philadelphia. Drawing Room Buffet Sleeping Car New York to Washington.

**Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.**

WESTWARD.

No. 1. Cincinnati-St. Louis Limited. Drawing Room Sleeping Car New York to St. Louis. Drawing Room Sleeping Car New York to Louisville. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

No. 7. Chicago Express. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellefleur. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Pittsburg Night Express. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. St. Louis Express. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Sleeping Car Saturday mornings Pittsburg to Deer Park. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.

No. 11. "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Sleeping Car Monday mornings from Deer Park to Pittsburg. Dining Car Connellsville to Pittsburg.

No. 5. "Chicago Limited." Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Washington to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve all meals.

No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Buffet Drawing Room Sleeping Car Wheeling to Chicago. Drawing Room Sleeping Car Cleveland to Chicago. Buffet Parlor Car Baltimore to Pittsburg.

No. 55. The Daylight Train. Drawing Room Sleeping Car New York to Cincinnati. Buffet Parlor Car Baltimore to Pittsburg. Parlor Car Cumberland to Wheeling. Dining Cars Martinsburg to Grafton and Clarksburg to Cincinnati. Grill Car Cincinnati to St. Louis.

EASTWARD.

No. 2. St. Louis-New York Limited. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Louisville to Washington. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.

No. 4. Cincinnati-New York Limited. Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Sleeping Car Monday mornings from Deer Park to Pittsburg. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 6. Chicago-New York Limited. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. Chicago-New York Express. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 10. Night Express. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington. Sleeping Car Friday nights Pittsburg to Deer Park.

No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Connellsville and Philadelphia to New York. Dining Cars serve all meals.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Drawing Room Sleeping Car Chicago to Cleveland. Buffet Parlor Car Pittsburg to Baltimore.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Wheeling. Parlor Car Wheeling to Cumberland. Buffet Parlor Car Cumberland to Baltimore.

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